

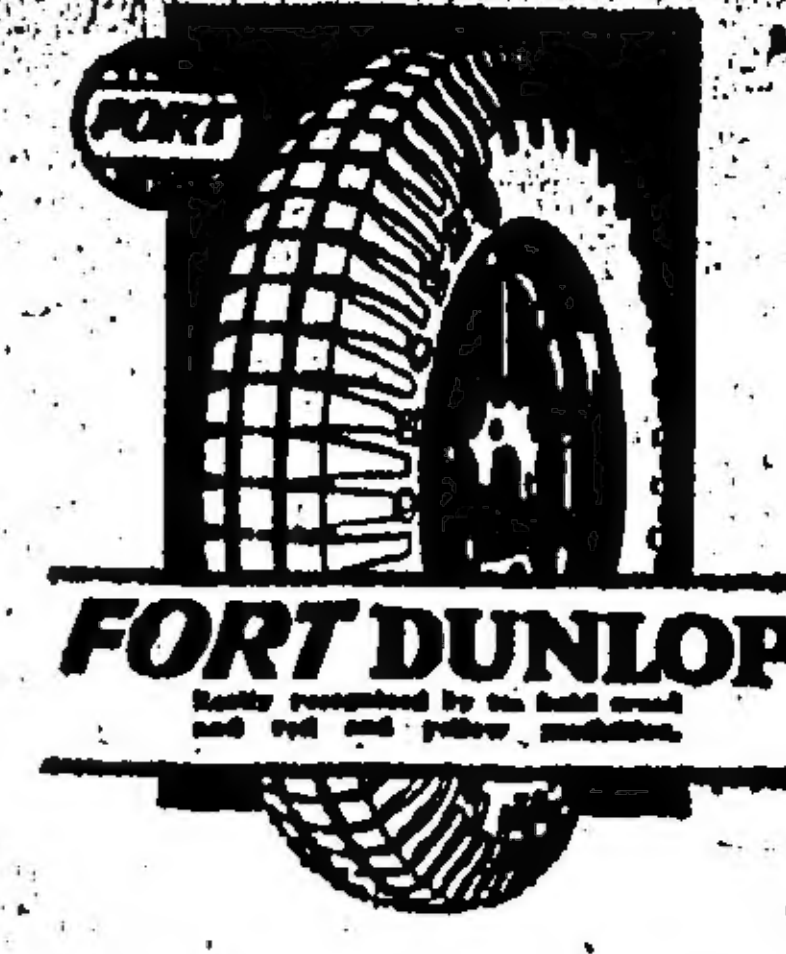


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C. E. WARREN
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CHINA BLDG.

"Hongkong Telegraph"
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The Hongkong Telegraph.

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LOCAL BRANCH. Padder Bldg.

EX-M.P. & WIFE CHARGED WITH RAILWAY FRAUD.

RESIGNATION NOW EXPLAINED.

WIFE TRAVELS TO WALES WITH M.P. TICKET.

SORRY POSITION.

London, Feb. 6.
The resignation of Mr. T. I. Mardy Jones, the Labour M.P. for the Pontypridd Division of Glamorgan, was explained in a sensational manner this morning when the ex-M.P. and his wife appeared in the dock at Marylebone Police Court.

It is revealed that Mr. Mardy Jones was yesterday granted a Parliamentary sinecure (the stewardship of the Manor at Northstead) as a means of retiring gracefully from the House of Commons. It is evident now, of course, that Mr. Mardy Jones was, to all intents and purposes, to resign.

The charge against Mr. and Mrs. Mardy Jones concerned the privileges granted to Members of Parliament on British railways, and was one of misusing Parliamentary railway vouchers.

Plead Guilty.

Both pleaded guilty.

It was revealed in evidence that Mrs. Mardy Jones in December last, used tickets issued to her husband in November in exchange for free travel vouchers supplied to members of the House of Commons visiting their constituencies.

Though it was Mrs. Mardy Jones who travelled illegally, her husband was the more culpable.

Defence Plea.

It was urged by the defence in mitigation that the Government was pressed at the time of the incident. Mr. Mardy Jones needed an important document at Pontypridd, but he was unable to pair, and sent his wife the tickets to enable her to secure the needed documents.

Counsel said that both Mr. and Mrs. Mardy Jones had borne exemplary characters. They won the Dunsford Fitch in 1924, a prize awarded to married couples who pass through an entire year without a single quarrel or a cross word.

Both Fined.

Mr. Mardy Jones was fined £4 and his wife, £2.

The Magistrate expressed disgust at Mr. Mardy Jones's conduct and learning that he had only his Parliamentary salary ordered him to pay thirty guineas costs.

The principal defendant had been M.P. for Pontypridd since 1922 when he won the seat at a by-election. He started work as a pit-boy at the age of twelve, and subsequently became political agent to the Miners' Federation at Pontypridd. His majority at the constituency increased from 2,098 in 1923, to 3,876 in 1924, and 6,414 in 1929.

Educated at Oxford.

He is the author of several books on local government work and rating reforms, and is a keen tennis player. Late in life he was educated at Ruskin College, Oxford. His wife was formerly Miss Margaret Mordecai of Cowbridge.—*Reuter.*

EARLDOM FOR THE VICEROY-ELECT.

FURTHER HONOUR FOR LORD WILLINGTON.

London, Feb. 6.
His Majesty the King has approved that an Earldom of the United Kingdom be conferred upon Viscount Willington, G.C.S.I., G.C.M.G., G.C.I.E., G.B.E., the Viceroy-Elect of India.

He was Liberal M.P. for the Bodmin Division of Cornwall as Mr. Freeman-Thomas until 1910, when he was raised to the peerage. A Viscountcy was conferred upon him in 1924.—*Reuter.*

OMINOUS SILENCE OF U.S. AIRMAN.



Mr. Brophy is second from the left.

BROPHY MISSING.

FORTY-EIGHT HOURS & NO WORD.

FEAR FOR SAFETY.

For the second time, after taking-off from Shanghai on a flight to Manila via Canton, Mr. G. W. Brophy, of The L. E. Gale Company, is missing and, in view of the fact that nothing has been heard of him since he left Foochow at a quarter past nine on Thursday morning, very grave fears are being entertained for his safety.

He has been missing for over 48 hours and no information of any kind concerning him has been received.

There can be no doubt that the airman has descended or crashed somewhere along the coast and as one can, in the absence of news, only surmise what might have happened, bad weather immediately comes to mind.

It is also important to note that, so far as is known, Mr. Brophy was using a metal propeller which was bent in making a forced landing on a sandy beach near Foochow, and which was straightened for the continuance of the flight.

One time it appeared that the propeller could not be repaired satisfactorily but, close on the heels of this decision, came news that unexpected success had been achieved and that Mr. Brophy had decided to continue the flight.

The propeller is one of the most delicate and accurately made parts of an aeroplane, so much so that if a wooden propeller comes into contact with a bird when in flight, the chances are that the contact would be sufficient to smash it.

There is no information available in Hongkong as to what steps are being taken to locate the missing aviator, who was engaged on "blazing a trail" prior to the opening of a commercial air line between Shanghai and Manila, but it is expected that a search is now being made.

A 3,500 MILES FLIGHT.

AIR FORCE MACHINES OF TO BASRA.

London, Feb. 6.
Three Royal Air Force Rangoon flying boats left Felixstowe to-day on the first stage of a 3,500 miles flight to Basra in Iraq, where they will relieve three Southampton flying boats attached to Squadron 203.

Each of the Rangoons is fitted with three Bristol Jupiter engines and the reliance placed upon them is such that a route involving large stretches of overland flying will be followed.

The longest land stretch is from Alexandretta, to Bagdad, where the flying boats will alight on the Tigris.—*British Wireless.*

RUSSIA DOMINATES WHEAT MARKET.

UNITED STATES UNABLE TO COMPETE.

Washington, Feb. 6.
Mr. Legge, the Chairman of the Federal Farm Board, expresses the opinion that the Soviet is advancing towards a dominating position in the world wheat market.

He says the American farmer is unable to compete in the world market with Russian, Argentine or Australian wheat.

Mr. McKelvie, a member of the Board, said unquestionably Russia, with her unlimited virgin land, will be able to produce great quantities of wheat cheaply for many years.—*Reuter's American Service.*

EUGENE CHEN IN SHANGHAI.

MAY GET POSITION AT FOREIGN OFFICE.

REFUSES TO TALK.

Shanghai, Feb. 6.
The unexpected arrival here of Mr. Eugene Chen, ex-Nationalist Minister of Foreign Affairs at Canton and Hankow, has aroused considerable attention in foreign and Chinese circles. It is understood that Mr. Chen is leaving for Nanking shortly.

Reports that the Nanking Government will soon assign an important mission to the Ministry of Foreign Affairs to Mr. Chen have not yet been confirmed in official circles.

Mr. Chen refused to express any opinions on current politics in China when he was besieged at his residence by newspaper correspondents.

Since his severance with Chinese politics in September, 1927, Mr. Chen has resided in Europe, despite the fact that he was appointed in Nanking in 1923 and 1929 to serve as a member of

DOLLAR DOWN TO ELEVENPENCE.

New Low Record Reached To-day.

A new low record for the Hongkong dollar was established this morning, when the opening quotation was 11d. This drop of an eighth of a penny reflects a further fall in the price of silver, which has also reached a new low level.

The previous low record for the dollar was 11½d., recorded on January 9th and 10th last.

the Kuomintang Central Executive Committee.

Shanghai, Feb. 7.
Eugene Chen, who was Foreign Minister at Hankow in 1927, arrived here yesterday from Europe aboard the French Mail steamer Chenonceaux, after three years' absence from China.

Mr. Chen was accompanied by Madame Chen, whom he married last July in Paris. Mrs. Chen is the daughter of Mr. Chang Ching-kiang, the veteran Kuomintang leader.

The Kuomintang News Agency says it is understood that Mr. Chen has returned to China after repeated invitations by the leaders of the Kuomintang.—*Reuter.*

“SOFT-PEDALLING” IN AMERICA.

UNEMPLOYED NOW QUITE SEVEN MILLION.

New York, Feb. 6.
The unemployed in the United States are “conservatively estimated” at 7,000,000 by Miss Perkins, the New York State Industrial Commissioner.

The estimate is based on the same statistics as the Hoover Employment Committee's estimate of between 4,000,000 and 5,000,000.

Miss Perkins accuses the Government of “soft pedalling” the situation since the beginning of the crisis.—*Reuter's American Service.*

QUAKE DISASTER.

REASSURING CABLE TO LONDON.

RELIEF PROGRESS.

London, Feb. 6.
“Although news from the earthquake stricken area continues to be of the gravest character,” says the New Zealand Government in a telegram to-day to the High Commissioner in London, Sir Thomas Wilford, “order has been restored, proper organisation has been established and the relief arrangements are working splendidly at both Hastings and Napier.

Sailors from the warships are patrolling the streets of Hastings and Napier, and Government Ministers and departmental experts are in charge of sanitation, the demolition of buildings and other necessary services.

A plentiful supply of food is concentrated at the depots and is issued free. Temporary accommodation has been arranged. Traffic is controlled on the roads leading to the affected area to prevent the hampering of relief work.

Medical Needs Satisfied.

All medical assistance necessary has been rendered promptly, and now the majority of the casualties have been removed to places outside the affected area.

In addition, many women, children and elderly people have been evacuated from Napier, where there was a breakdown in the water and sewerage systems.

At Hastings, water and drainage are normal. A train service was re-established as far as Hastings yesterday, and it is expected to be through the remaining twelve miles to Napier to-day. The number of deaths so far known is approximately 150, but it is expected that some bodies have yet to be recovered from the debris. The injured number twelve hundred.

Estimating the Death Roll.

The official death roll at Hastings is given as between 120 and 130.

This will be exceeded at Napier, where 59, including ten unidentified persons, have already been buried.

The first remark of a boy rescued from the ruins of the technical school, after burial in the debris for two days, was “Give us a drink!” Then without further ado he set out to relieve his parents' anxiety.—*Reuter and British Wireless.*

PRINCESS BEATRICE OUT OF DANGER.

NO FURTHER BULLETINS TO BE ISSUED.

London, Feb. 6.
An official bulletin issued from Kensington Palace to-day states that Princess Beatrice is making slow but definite progress and there will be no further bulletins.—*Reuter.*

BABY AUSTIN CREATES WORLD'S RECORD.

CAPT. CAMPBELL'S ACHIEVEMENT.

AVERAGES 93.926 M.P.H. AT DAYTONA BEACH.

BOAST JUSTIFIED.

New York, Feb. 6.
Captain Malcolm Campbell set a new world's record to-day, refusing to accept the defeat recorded yesterday when he sought to demonstrate that British cars—giants or midge—are the best in the world.

Driving a “Baby” Austin, Campbell made a new record for 45 cubic centimetre cars, reaching a speed of 94.061 miles an hour.

That was his first run. His second in the other direction was clocked at 93.994 miles an hour, only a fractional difference.

Average of Nearly 94.

This was the average speed for a kilometre laid out within the measured mile. His average speed, which is officially accepted for the world record in its class is 93.926 miles an hour.

Captain Campbell, who yesterday drove his wonderful “Bluebird” car at 245.733 miles, afterwards stated that the weather was against him and that he felt certain of ability to beat his own figures.

No Further Tests.

He announced to-day however, that he will make no further speed tests at Daytona.

If the new record is subsequently surpassed, Captain Campbell will hold the Bluebird in readiness to regain his title.

Among motoring and engineering experts, the skill and courage of the driver are enthusiastically praised.

Those familiar with the tests which the Bluebird underwent before leaving England are convinced that the car is capable if necessary, of even higher speed.

Long Experience.

The achievement is regarded as demonstrating not only the high quality of the craftsmanship used in constructing the car, but the soundness of the design based on a long series of experiments with wind resistance.

Captain Campbell describes his sensations when hurtling through space at 360 feet a second as falling, only falling upward!

An Adventurous Career.

Capt. Campbell, who has had an adventurous career, began motoring in 1905, and in those early days also constructed successful aeroplanes. He served in the Air Force during the war. He spent a fortune in peace-time on record-breaking attempts, and previously held the world's land record in 1923. Sir Henry Segrave's record of 231 miles an hour, established in the Irving special “Golden Arrow,” exceeded the previous maximum land speed by 24 miles an hour, and an effort made in the Irving for two years failed to beat it.

Britons now hold all the world speed records for land, sea and air. The world's air record of 367 miles an hour was established by Squadron Leader Oriel, and the water speed official record of 90 miles an hour was set up by Sir Henry Segrave in his speed boat Miss England II last year.

Other records held by Britons include the motor-cycle, 160.74 miles an hour, held by J. Wright; and the outboard boat speed, 51.90, set up last autumn by Charles Harrison.—*Reuter and British Wireless.*

Bulls and Inners

From the Office Butts.

According to a contemporary, If these naughty little Austin Congress leaders in India have babies will continue to fall into asked for permission “for the harbour, we shall have to sug-branches of the lawn.” Maybe gest that they do not go out with-sun shines.

Then we should call them amahed cars!

We understand that several members of the H.K.C.C. are suffering from “water on the knee.” Doubtless due to the decline of the dollar causing them to give up their gin.

Overheard at the Club:—Taiwan (to Government Official)—“After you, sir! Age before honesty.” G.O.:—“You mean, Sterling before dollars, Old Chap!”

During the holidays, a Manila school was burned down. The students, however, regret to learn at 10 a.m. was 62 degrees.” There that there's no prospect of a degrees and degrees—even of building strike.

To-night Ewin hopes to hear his name pronounced “You Win!”

A Chinese who stole thirty cakes said he merely wanted to eat them. Takes a bit of swallowing.

“Swing High” has been shown on the silver screen this week. But “Keep Low” has been the rule, with the silver dollar.

[Speaking at the Hongkong Stock Exchange recently, Mr. been heard for some time from Moxon stated that “there were the Darling of the bi-metallists. some investors who thought that brokers must know beforehand how the stock market was going to act.”]

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An electrical device has been invented which will, it is claimed, shock mosquitoes to death. Naturally, the mosquitoes re-volt dance at the idea. (Help!)

Another infamous saying:—“I won't repeat it to a soul.”

The Government may have its lumps with their tea.

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A Bill to introduce income-tax that shortly after local dog-eaters into Caylon was defeated. Details had described the art of the bow-of fares and times of sailing; wow!chef, there is a crop of lost Caylon will be supplied by local shipping office.

May: I certainly had a good time while I was 21.
Martin: I suppose so. A person can have a lot of fun in eight years.

[Talking of silver, nothing has Stock Exchange recently, Mr. been heard for some time from Moxon stated that “there were the Darling of the bi-metallists. some investors who thought that brokers must know beforehand how the stock market was going to act.”]

If we only knew this morning What to-morrow's price would be; We'd give our clients warning: How to bag some £.s.d.

The man who thinks he's in the know, To foolishness doth stoop; For soon he's sure to puff and blow, When struggling in the soup.

“Taking it on the chin” nowadays merely means another application of the powder-puff.

It was stated at the Stock Exchange celebration that brokers must bear and forbear. Strange-ly enough, there was nothing said about bull.

An electrical device has been invented which will, it is claimed, shock mosquitoes to death. Naturally, the mosquitoes re-volt dance at the idea. (Help!)

Another infamous saying:—“I won't repeat it to a soul.”

The Government may have its lumps with their tea.

The only gleeful people we've encountered in Hongkong for some time are Mr. Branscombe and his singers.

A fashion writer says subdued tones are now the correct thing. Unhappily, the folk who sit behind us at the cinema don't seem to realise this.

Canton is introducing a special tax on silk handkerchiefs. This should make people pay through the nose.

You may talk about your Dawes plan, Young plan and Five-Year plan, but the most popular of all will soon be the Installation plan.

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[Talking of

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THE CENSUS. HISTORICAL REVIEW OF ITS DEVELOPMENT.

The taking of a Census in Hongkong, was in the early days of the Colony closely connected with the vexed question of the registration of the inhabitants.

Previous to the British occupation of Hongkong, the population of it probably never exceeded at any one time a total of 2,000 people whether ashore or afloat, but additional numbers were soon attracted to the new Colony by the high wages there obtainable. Many of these new-comers were worthy labourers and artisans but they also included a considerable number of "the scum of the population of the neighbouring mainland."

The Gazette of the 15th May, 1841 published, according to Eitel, the first figures of the population of Hongkong. No mention is made of non-Chinese but the Chinese residents are given as numbering 6,650 composed of 2,550 villagers and fishermen, 800 Chinese living in the Bazaar, 2,000 on craft of various kinds in the harbour and 300 "labourers from Kowloon." The population of Kowloon at that time was not included in these figures, was stated to be 800 Chinese.

By March 1842 the population was estimated to have grown to over 15,000 people of which 12,360 were Chinese. Though little business was being done in the new Colony the Chinese population continued to increase and reached in April 1844 a total of 19,000 which now included a sprinkling of some 1,000 women and children.

Life Insecure.
Life was, however, insecure in the young Colony and the Government decided that some means must be devised for regulating the Chinese population and checking the influx into Hongkong of undesirable elements from the neighbouring mainland. The Government also desired to avoid any appearance of promoting class legislation so that a bill was passed by the Legislative Council to establish a registry of all the inhabitants of Hongkong without distinction of nationality or status. Neither the European nor the Chinese mercantile community were apparently consulted in the matter and there was naturally great indignation. The British residents felt that their personal self-respect, their national honour and the liberty of the subject had been trampled underfoot; the Chinese made preparations to desert Hongkong en masse and some 3,000 actually left. The provisions of the Bill were speedily suspended and eventually an amended Registration Ordinance (No. 16 of 1844) was substituted for it. This Ordinance applied the principle of registration only to the lowest classes and exempted from registration all Civil, Military and Naval employees, all members of the learned professions, merchants, shopkeepers, householders, tenants of Crown property and persons having an income of \$500 a year. The Ordinance came into force on 1st January, 1845 and worked so smoothly that on December 31st, 1846 it was possible to modify it (No. 7 of 1846) so as to provide for a periodical census of the whole population.

It is not clear, therefore, whether the figures given as the population of the Colony in these early days represent the results of a census enumeration taken on a fixed day or whether they are not an estimate based on the registration figures for the year together with a separate enumeration of the persons exempted from registration. Thus the population in 1847 is given as 23,872, and in 1848 as reduced to 21,514. In commenting on this, the Governor (Sir John Davis) attributed the decrease not to the alleged decay of local commerce but to a more careful registration "which, while giving a truer account of the actual number, relieved the Colony from those who hung loose on it and only applied for registration tickets to make a bad use of them."

The Taping Rebellion had by

this time broken out in China and Hongkong began to reap the harvest which has invariably fallen to its lot whenever the adjoining districts of Kwangtung province are in a disturbed state. A flood of emigration set in towards Hongkong (and Macao); some remained but many also passed on to the Straits Settlements, to California and to the West Indies. The population increased rapidly and Chinese capital, seeking a safe refuge from the clutches of the marauders, commenced to flow into the Colony for investment. Even the proportion of males to females now commenced to improve as the disturbances drove whole families to seek refuge in Hongkong. In 1848 the population was about 21,500, in 1849 it rose to 29,500 and by the year 1853 it numbered 39,000. In 1848 one-fifth only were females but in 1853 the proportion had increased to one-third.

The disturbances continued for some time and the population increased rapidly. Referring to the year 1856 the Governor reported an increase in the respectability of the Chinese population and stated that a better class of people had now commenced to settle in Hongkong.

Kowloon's Advent.
In 1858 the population had increased to 75,503, in 1860 it was about 95,000 and the cession of Kowloon in 1861 brought the population up to 119,321.

After that year, however, the population increased more slowly and in 1871 it stood at 124,193. Government Notification No. 68 of the 5th May 1871 gives the Census Returns of the Population of the Colony for 1870-71 and the date given as the date of the enumeration is 2nd April, 1871. It seems probable, however, that these figures represent something of a yearly average.

A further census was taken "on the night of the 1st December" 1872, again on the night of the 4th December, 1876, and then we come to the regular censuses taken in 1881, 1891, 1901, 1911, and 1921 with intermediate and partial censuses taken for special purposes in 1897 and in 1906.

The Report for the years 1870-71 is the first printed Census Report that the writer has been able to discover.

Many comments could be made on these returns; some are obviously estimates only; but they would perhaps be of little interest now. The 2,736 European and American "Fixed Residents" in the 1870-71 Return were composed of 869 British (524 men, 160 women, 102 Boys and 83 Girls), 1,367 Portuguese, 170 Germans, 133 Americans, 60 French and the remainder of 14 different nationalities. The total Europeans and Americans in the Colony at the time (i.e. including the Military and Naval Establishments and the Police) was 5,331, the total Indians etc. 2,323, the total Chinese 116,444, making a total for the Colony of 124,193.

The Report for the year 1876 remarks on an increase of the European and American Community of 247, "almost solely attributable to the number of Portuguese who have made Hongkong their residence since the partial destruction of Macao by typhoon and Fire in 1874." It also mentions that "Yau-mat in Kowloon has become a new Town within the last few months."

The 1881 Census seems from a perusal of the Report, and it has been taken by others commenting on Hongkong census, to have been the first "regular" census. It was taken on the night of the 3rd April, 1881, and disclosed a population, exclusive of Military, Naval, Mercantile Marine, and Police of 152,858 persons. Including these, the total was 160,402.

The Report of the Census of 1891, taken on the 20th May, shows con-

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PRACTICALLY all forms of indigestion, from mild flatulence to chronic dyspepsia are caused by excess stomach acid which sets up food fermentation, generates gas and attacks the delicate stomach lining. This distressing condition is quickly relieved by "Bisurated" Magnesia which instantly neutralises excess acid and stops fermentation; the contents of the stomach are made sweet and digestible, the inflamed stomach lining is soothed and healed, and digestion proceeds without further hindrance or pain. "Bisurated" Magnesia is used and recommended by doctors, nurses and hospitals the world over, and if you take a dose after meals you can eat what you wish without fear of indigestion.

'BISURATED' MAGNESIA

considerably greater detail on that occasion; the intermediate census of 1897 was a partial one only taken with the special object of discovering whether the population had been affected in any way by the sanitary measures occasioned by the plague of 1894; the census of 1901 included for the first time the New Territories which at that time had a population of 102,254 persons of whom 17,243 lived south of the Kowloon range of hills; the census of 1906 was also a partial one only and did not include the N. T. north of the hills. There does not seem to have been any particular reason for this census; the intention may have been the worthy one of having in future intercensal periods of 5 years only in place of ten; if that were so the advent of the war no doubt suppressed the idea in 1916. The suggestion for a census in 1926 was considered but not proceeded with.

Going back, however, to 1911, we

INDIGESTION STOPPED
—in 5 minutes!

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BEAR BRAND
Natural Swiss Milk

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and that the census was then on a much more ambitious scale than ever before; full particulars were obtained not only for Hongkong and Kowloon but also for the inhabitants of the New Territories.

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SALESMAN SAM **A Terrible Fix** **By Small**

I TELL YA, SAM, MY GAME'S BEEN SO ROTTEN ALL SUMMER I'LL HAFTA BEGIN ALL OVER AGAIN —

OKAY! I'LL GIVE YA A LESSON RIGHT NOW!

FORE!

MIGOSH, GUZZ! I BELIEVE IF THAT WAS ATLAS STANDIN' THERE WITH TH' WORLD ON HIS SHOULDERS, YOU'D MISS IT!

HOW'S GUZZ GETTIN' ALONG, SAM?

PUNK! WHEN HE PUTS TH' BALL WHERE HE CAN SEE IT, HE CAN'T HIT IT —

AND WHEN HE PUTS IT WHERE HE CAN HIT IT, HE CAN'T SEE IT!

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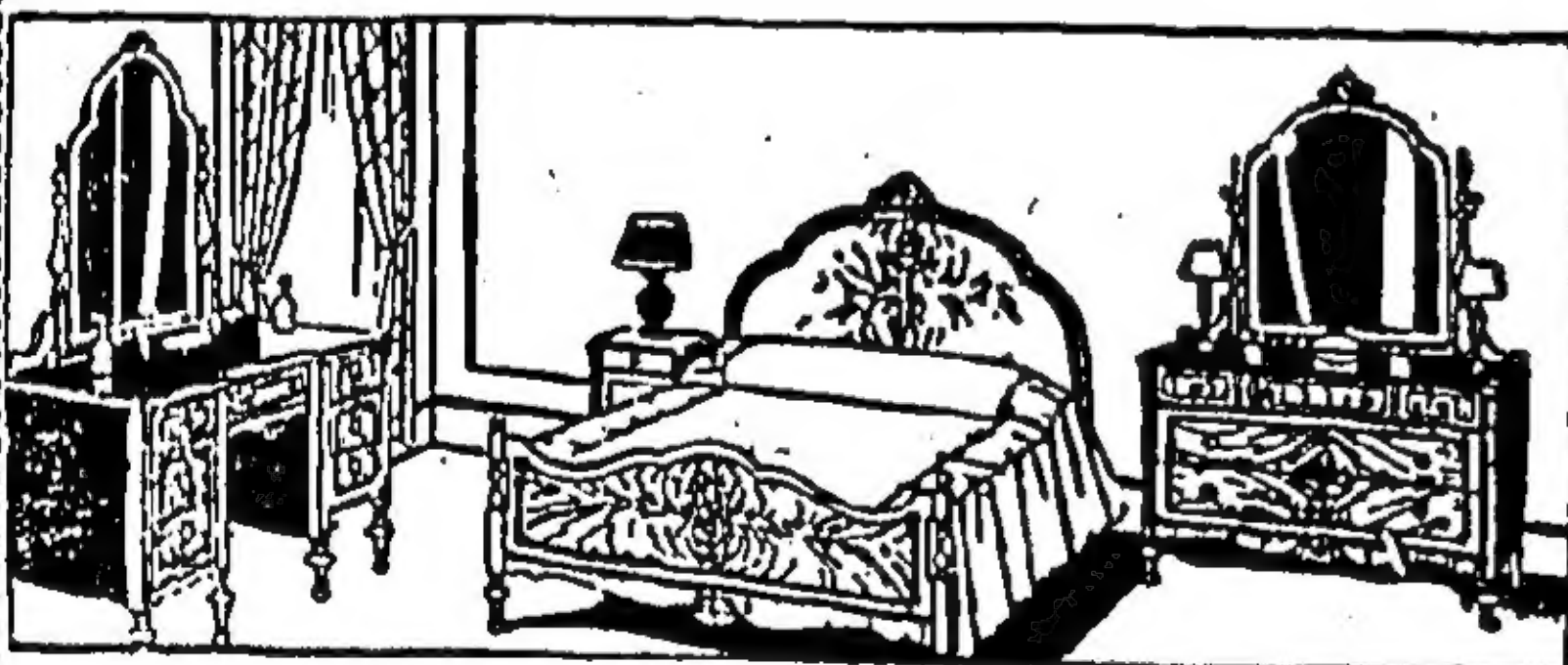
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A VISIT TO OUR FURNISHING DEPARTMENT WILL READILY DEMONSTRATE.

THE SINCERE CO., LTD.**TRAFFIC SIGNALS.****POLICE APPEAL TO LOCAL CHAMBERS.**

The problem of putting up more electric traffic signs in the central district came up for discussion at yesterday's monthly meeting of the Chinese General Chamber of Commerce, presided over by Mr. Li Yick-mui.

The Secretary, Mr. Chan Heung-pak, informed the meeting that a letter had been received from the Inspector General of Police on the matter.

The letter stated that a new traffic light has been put up as an experiment at the corner of Jackson Road and Des Vaux Road Central, which has resulted in considerable improvement in the handling of traffic at this particular point, as it does away with hand signals which are not satisfactory. But, owing to financial stringency, no additional lights have been approved in the Estimates for 1931, and it has therefore occurred to the Police authorities that some public body, or a number of public bodies acting together, might be ready to present this signal to the community. The signal will cost £70, which at the present exchange rate, will be somewhere in the neighbourhood of \$1,000 or \$1,500. The signal is no doubt expensive but it has proved its value in many parts of the world, and is visible from much further off than any of the locally made and very much cheaper signals.

The letter enquired whether the Chinese General Chamber of Commerce would be prepared to contribute towards the cost of erecting this experimental signal, rather than that it should be sent to Shanghai or some other Port. The Secretary of the Chamber was asked to let the Police know whether the above proposal was likely to meet with approval and if so to what extent.

Many Precedents.

The letter added that in this connexion it has been the practice in other cities, New York in particular, for public bodies to present such signals to the City, the most notable instance being the beautiful traffic lights in Fifth Avenue which were presented by the Fifth Avenue Association. Possibly various Associations in Hongkong would be ready to follow the example set by public bodies in other cities, concluded the letter. The Police have sent similar communications to the Secretary of the Hongkong General Chamber of Commerce and the Hon. Secretary of the Hongkong Automobile Association.

The Chairman, Mr. Li, informed those attending that the Chamber would be quite willing to assist the authorities by way of improving the means of communication in this Colony and would take the first opportunity of talking over the matter with the Secretary of the General Chamber of Commerce to see what action they would take. The question of opening a subscription by the Chinese Chamber would then be discussed by the Executive Committee.

Other Business.

Letters from Chinese firms seeking the Chamber's advice on business disputes and letters from foreign firms for business connexions in this Colony were read out by the Secretary.

Mr. Li Yick-mui informed the meeting that his term of office as Chairman would terminate at the end of the current month, and he thanked all concerned for their guidance and support for the past two years he had been Chairman of the Chamber. The election of a new Chairman will take place in the course of the next few weeks.

IRISH SOCIETY.**ST. PATRICK'S ORGANISATION GOING AHEAD.**

The Committee of St. Patrick's Society are beginning to see practical results of their labours. At their meeting held this week the Hon. Treasurer's report was very satisfactory. To date over \$2,900 has been received in subscriptions and donations, close on 100 members have sent in their subscriptions including a large number of life-members. Membership forms and subscriptions continue to come in daily and it is earnestly requested that those members who have not yet sent in their forms should do so as early as possible.

The Committee are determined to do their level best to make this Society and the forthcoming ball a great success, and they look to the members to co-operate with them by returning their forms and Ball invitations as soon as possible.

As was announced previously the Committee intended holding practice dances and arrangements have been made to hold the first practice in the Holston May Institute, on Thursday 19th instant, at 8.15 p.m. Irishmen, Irish women and their guests are welcomed.—Contributed.

OBITUARY.**INDIAN SWARAJIST LEADER.**Lucknow, Feb. 6.
The death is announced of the Pandit Motilal Nehru.—*Reuter.*
A Long Decline.London, Feb. 6.
Motilal Nehru was sentenced at Allahabad on July 1 to six months' imprisonment on a charge of membership of an unlawful assembly. He was secretly released on September 8 on account of ill-health. He was then splitting blood and losing weight. He was unable to take over the presidency of the Congress Committee as he was compelled to rest.He visited Calcutta to consult doctors, and returned to Allahabad, where Gandhi found him very ill. Gandhi accompanied him to Lucknow on February 4, where he had been ordered for treatment.—*Reuter.*

The Pandit Motilal Nehru, one of the Swarajist leaders, was born in the United Provinces in May, 1861. He adopted a legal career and became a leading lawyer with a very large practice, a wealthy man who lived up to his income and led a refined and almost luxurious life on European lines. Nehru was one of Gandhi's earliest converts to non-co-operation and almost the only prominent barrister to sacrifice a lucrative connexion for the national cause. It is said that his son Jawaharlal Nehru was the first to come under Gandhi's influence. When the son adopted the simple life, his conversion made a convert of his father in 1920.

Nehru, who was a member of the Indian Legislative Assembly and also of the United Provinces Legislative Council, was prominent in the Swarajist or Home Rule party. In 1919 he founded the Independent and in the same year presided over the Indian National Congress at Amritsar which, while condemning the excesses of the Punjab rioters in April, demanded the recall of the Viceroy and the impeachment of Sir M. O'Dwyer for his repressive measures, notably the Amritsar affair. Nehru's political agitation led to his being imprisoned for six months in 1921-2.

During the past ten years Nehru was one of the Nationalist leaders agitating against the British Government, and refused, with others to take part in the Indian Round Table Conference.

ATTEMPT TO DEFRAUD.**DISPUTED TRANSACTION OVER SALE OF BOY.**

A Chinese woman, Hui Lau-yuk, was charged before Mr. Butters, at the Kowloon Magistracy yesterday, with having defrauded a widow, Yau Ah-chau, of \$135.

Outlining the case for the prosecution, Inspector J. Murphy, of the S.C.A., said that the complainant was an earth cooler living at No. 10, Shanghai Street. She was a widow with no children, and being very desirous of adopting a son, she had spoken to several other earth coolers and had instructed them to look out for a son for her. Ah Hing, the foreman in charge of the earth coolers, together with the defendant and her husband, went to the complainant's house on January 18 with the defendant's son. The complainant agreed to purchase the boy for \$225.

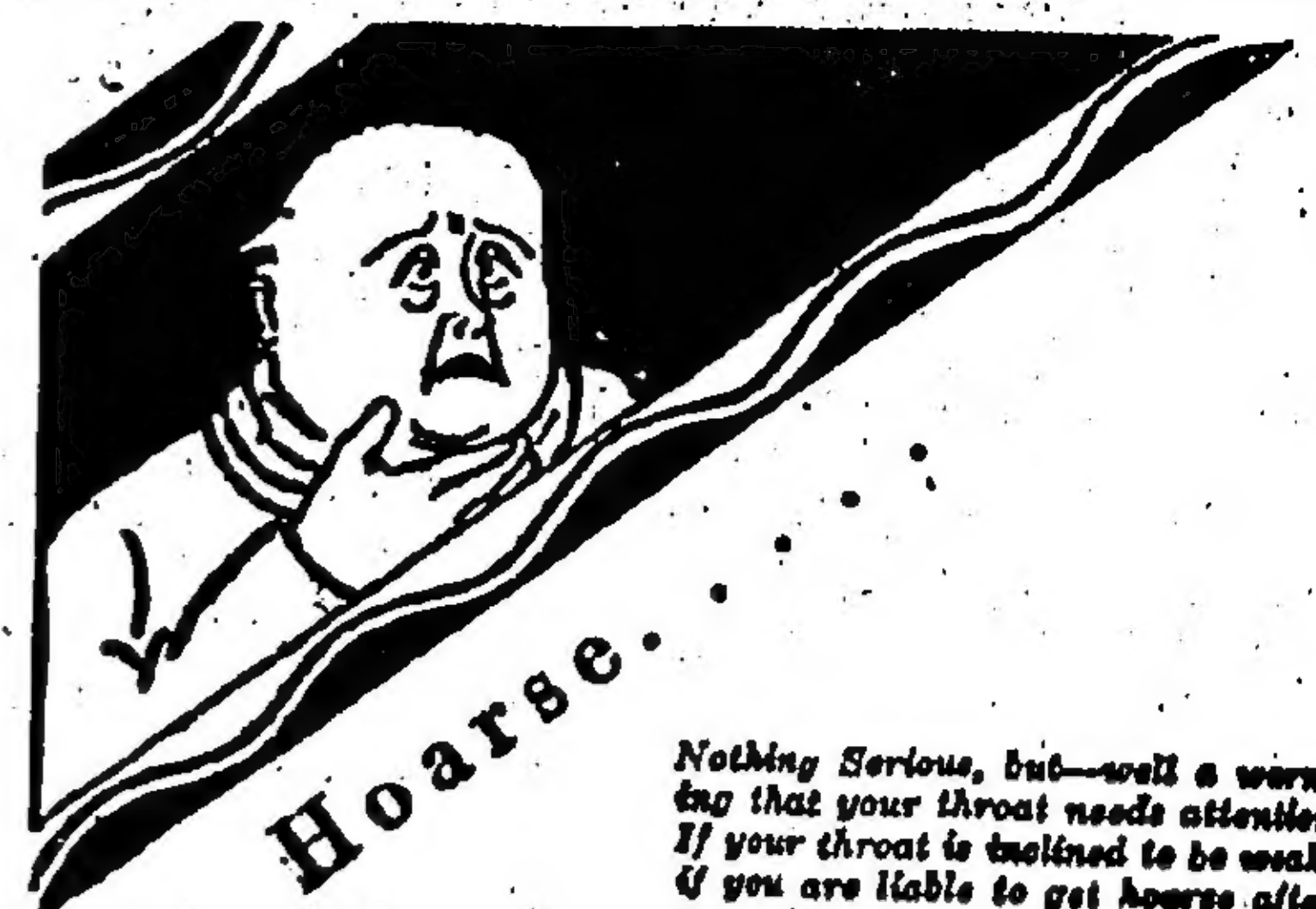
On January 20, complainant gave the defendant \$115, and also paid \$20 for various other expenses incurred. Complainant, defendant and the boy then took the Yau-mat ferry to Hongkong, from where the complainant wanted to take boat to Kowloon.

When the two women reached Hongkong, defendant took the child and ran down a scavenging lane. Complainant becoming suspicious followed and there was a scuffle. A constable then came and arrested them. Complainant accused the defendant of having attempted to defraud her, while defendant accused complainant of having kidnapped her son.

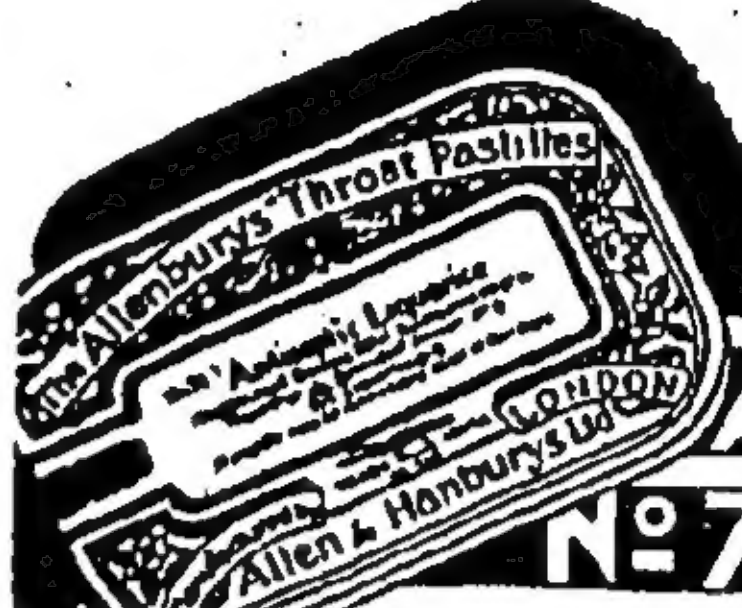
From the witness box, complainant gave evidence bearing out what the Inspector had said. She said she had given the defendant \$115, and intended paying the remaining amount when they reached Kowloon. Three other witnesses gave evidence saying that they had witnessed the transaction and the passing of the money to the defendant.

Defendant denied having accepted any money from the complainant. She accused complainant of having given false evidence, and also denied having gone to complainant's house at all, or of having taken part in a transaction to sell the boy. The boy was the only son she had, and she did not want to part with him. She said that her husband had been at the bottom of everything, and she only asked that her son be given back to her.

Mr. Butters remanded the case to Tuesday.



Nothing Serious, but—well a warning that your throat needs attention. If your throat is inclined to be weak, if you are liable to get hoarse after one cigarette too many, or after prolonged talking, you will find "Allenburys" Pastilles a boon. Keep a tin handy. They quickly relieve and soothe the throat and clear the voice, and they are as luscious as they are effective. They contain no harmful drugs, so they may be used as frequently as necessary with absolute safety.



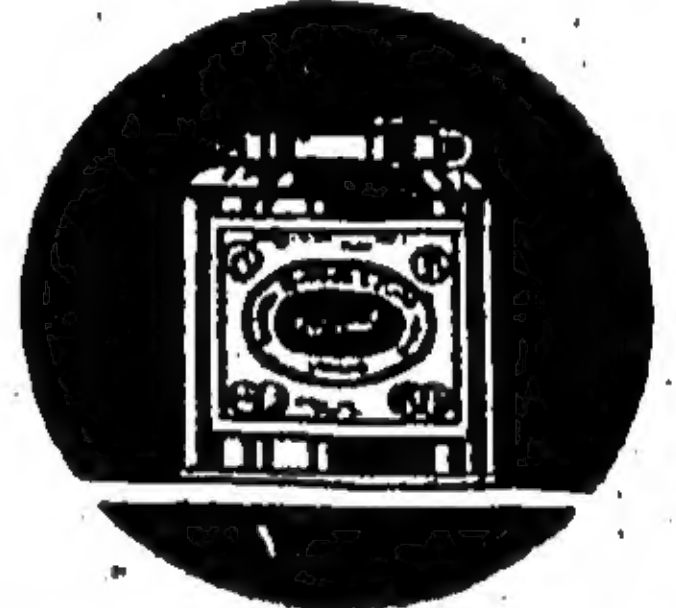
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Twelve years old.****GILMAN & CO., LTD.**Sole Agents
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MRS. MOTONO.
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CHIROPODIST (Corn remover).
 Fully qualified, 10 years experience
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 Modern Apartments. Terms Moderate.
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TO LET.—Ground Floor of No. 8A,
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 India Commercial Bank, available
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 SINGAPORE.
 are hereby notified that their cargo
 will be discharged into H.M.'s Wharf
 Kowloon, where it will lie at Con-
 signee's risk and subject to terms and
 conditions of storage at H.M.'s Wharf.
 The Cargo will be ready for delivery
 from Godown on and after 7th
 February, 1931.

Optional cargo will not be landed
 here, unless notice has been given
 prior to steamer's arrival but carried
 on from port to port to the final port
 of call to which the option extends.
 All broken, chafed, and damaged
 goods are to be left in the Godowns,
 where they will be examined on any
 Tuesdays and Fridays between the
 hours of 10.45 a.m. and noon within
 the free storage period.
 No claims will be admitted after
 the Goods have left the steamer's
 Godown, and all Goods remaining un-
 delivered after the 13th February
 1931, will be subject to rent.
 All Claims against the Steamer
 must be presented to the undersigned
 on or before the 27th February 1931,
 or they will not be recognized.
 No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 7th February, 1931.

THE ASIA COAL AND BRIQUETTING CO., LTD.

Manufacturers of Coal Briquettes under the registered trade name
 "GOKETS." Supplied in 3 different qualities:—

A quality known as "Furnace Gokets" for steamers, railroads and other
 steam engines.
 B quality known as "Furnace Gokets" for factories and kitchens.
 C quality known as "Smokeless Gokets" for stoves or fireplaces without
 chimney, particularly suitable
 for Chinese household.

A ton of "GOKETS" does the work of 1½ tons of ordinary lump coal—a
 great saving in dollars and cents.

RULING CASH RETAIL PRICES.

"Steam Gokets"—\$20 per ton ex the Company's godown in Hongkong or
 Kowloon.
 "Furnace Gokets"—\$20 per ton ex the Company's godown in Hongkong or
 Kowloon.
 "Smokeless Gokets"—\$18.50 per ton ex the Company's godown in Hongkong
 or Kowloon.

Delivery charges for Household.

Hongkong:—
 (1) Peak districts (above Bowen Road) \$4.00 per ton.
 (2) All roads above Calne Road and
 Bonham Road and below Bowen Road. \$3.50 " "
 (3) Calne Road and Bonham Road. \$3.25 " "
 (4) Pokfulam as far as Sansoon Road. \$3.50 " "
 (5) Wanchai and Causeway Bay (beyond
 City Hall). \$3.25 " "
 (6) Low levels. \$2.50 " "
 Kowloon:—All parts of Tsim Sha Tsui, Yau Ma Tei,
 Mong Kok, Hung Hom, Kowloon City and
 Leichikok. \$1.00
 Lots of ½ or ¼ ton will be delivered at full rates.
 Office:—China Building, 2nd floor. Telephone:—21335.

CHURCH NOTICES.

Local Services for
To-morrow.

SEXAGESIMA SUNDAY.

St. John's Cathedral, Hongkong
 8th February, 1931. Sexagesima
 Sunday. Holy Communion
 8 a.m. Holy Communion (Peak
 Church) 8 a.m. Children's
 Service 10 a.m. Matins and
 Sermon 11 a.m. Preacher: Rev.
 H. V. Koop. Evensong 6 p.m.
 Preacher: Rev. J. C. Waters,
 R.N.

Union Church, Kennedy Road.
 Sunday, 8th February, 1931.
 Morning Service, 11 a.m.
 Evening Service, 6 p.m.
 Preacher: Rev. E. G. Powell.
 Social Hour after Evening Ser-
 vice. Sunday Schools, Kennedy
 Road, 10 a.m. Talkoo 3 p.m.

First Church of Christ Scientist,
 Macdonnell Road, below Bowen
 Road Tram Station, Sunday
 Service, 11.15 a.m. Subject:
 "Spirit." The Sunday School
 is held on Sunday Morn-
 ing, at 10 o'clock. Wednesday
 Evening Meeting at 5.30 p.m.
 Reading Room at above address
 open Tuesday and Friday,
 10 a.m. to 12 noon, Monday and
 Thursday, 5.30 to 7 p.m. The
 Public is cordially invited to
 attend the service and visit the
 Reading Room. Branch of The
 Mother Church. The First
 Church of Christ Scientist, in
 Boston, Mass., U.S.A.

St. Andrew's Church, Kowloon.
 8th February, 1931, Sexagesima,
 Sunday, 8.15 a.m. Holy
 Communion. 10 a.m. Pri-
 mary Sunday School. Bible Class
 for Boys and Young Men; Young
 People's Service, 11 a.m.
 Morning Prayer and Sermon,
 Preacher, Rev. E. A. Armstrong.
 Subject: "God Manifested in
 Beauty." 2.45 p.m. Intermediate
 Sunday School. 6 p.m. Evening
 Prayer and Sermon. Preacher:
 The Vicar. Subject: "The
 Mystery of Evil."

SALE

OF
 Columbia Records
 \$1.00 EACH.

ASK FOR LIST

Anderson Music
 Co., Ltd.

EUROPEAN

WATCHMAKER, JEWELLER & ENGRAVER.
 16, Nathan Road, Kowloon.

Sale and Repairing of Gold and Silver Goods.
 Any kind of Watches, Chronometers, Chrono-
 graphs, Repetitors, Speedometers, Typewriters
 and anything in the line of delicate mechanism.
 All orders executed promptly at moderate
 rates.
 M. BOGDANSKY.

NEW ADVERTISEMENTS.

THE BANK OF EAST ASIA, LTD.

NOTICE is hereby given that
 the TWELFTH ORDINARY MEET-
 ING OF SHAREHOLDERS will be
 held at the Registered Office of the
 Company No. 10, Des Voeux Road
 Central, at 3.00 p.m. Saturday, the
 21st February, 1931, for the pur-
 pose of receiving the Report of the
 Directors together with a State-
 ment of Accounts for the year
 ending 31st December, 1930.
 The Transfer Books of the Com-
 pany will be closed from Saturday,
 14th February, to Saturday, 21st
 February, 1931, (both days in-
 clusive) during which period no
 transfer of shares can be regis-
 tered.

By Order of the Board of Directors.

KAN TONG PO,

Chief Manager.

Hongkong, 4th February, 1931.

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN
 THAT THE THIRTYTHIRD OR-
 DINARY YEARLY MEETING OF
 THIS COMPANY will be held at
 the Office of Messrs. Jardine,
 Matheson & Co. Ltd., on THURS-
 DAY, the 12th February, 1931, at
 12.30 p.m. for the purpose of
 receiving the Report of the Di-
 rectors together with a Statement
 of Accounts for the year ended 31st
 December, 1930.

The Register of Shares of the
 company will be CLOSED from
 Thursday, the 5th February, 1931,
 to Thursday, the 12th February,
 1931, both days inclusive.

By order of the Board of Directors.

F. H. CRAPNELL,

Secretary.

Hongkong, 2nd February, 1931.

CREDIT FONCIER D'EXTREME-ORIENT.

Mortgage Bank & Estate Agents.

"PEAK MANSIONS"
 Prince Edward Road,
 Kowloon
 Detached and Semi-detached
 villas. Modern construction
 with garage.

"Cambay Buildings"
 Flats with modern conveniences

THE HONG KONG, CANTON & MACAO STEAMBOAT CO., LTD.

Notice to Shareholders.

The ONE HUNDRED AND
 ELEVENTH ORDINARY MEET-
 ING OF SHAREHOLDERS in
 the Company will be held
 at the Office of the Com-
 pany, 1, Queen's Building, Vic-
 toria, Hongkong, on Thursday,
 5th March, 1931, at 11 a.m. for the
 purpose of receiving a Report of
 the Directors, together with a
 Statement of Accounts, and Elect-
 ing Directors and Auditors.

The Transfer Books of the Com-
 pany will be CLOSED from Friday,
 20th February, 1931, to Thursday,
 5th March, 1931, both days in-
 clusive, during which period NO
 transfer of shares can be regis-
 tered.

By order of the Board of Directors.

JOHN ARNOLD,

Secretary.

Hongkong, 6th February, 1931.

THE HONG KONG NATURALIST.

A Quarterly Illustrated journal
 principally for Hong Kong and
 South China.

Volume II, 1931.

edited by Dr. G. A. C. Herklots,
 The University, Hong Kong, and
 Major H. P. W. Hutson, D.S.O.,
 O.B.E., M.C., R.E.

Subscription \$5.00 per annum,
 post free.

The first number of the second
 volume of the Hong Kong
 Naturalist will be published to-
 wards the end of February 1931.
 It will contain upwards of 80
 pages including nearly 50 illustra-
 tions, 2 in colour.

Owing to the high cost of the
 coloured illustrations and to the
 increased size of the journal the
 edition is strictly limited. To
 avoid disappointment intending
 subscribers should send their
 subscriptions early to Dr. G. A. C.
 Herklots, The University, Hong
 Kong.

Volume I is sold out. Owing
 to the great demand for back
 numbers the Editors are prepared
 to purchase, at cost price if in
 good condition, any of the first
 four numbers that are no longer
 required.

USED CARS

FOR SALE

FIAT 4 CYLINDER TOURING

6 Months Use Only ..\$1,675

SINGER SALON

SIX CYLINDERS 1627

Model Just Duo Painted and
 Over-Hauled original cost
 \$475 ..\$1,800

ERSKINE "SIX" TOURER

1924 Model. New Tyres \$1,650

PEU-EOT 1925 Model

..\$1,450

ESSEX ROAD-STER LATE

1920 Model ..\$2,100

AUS'IN "7" S L'ON (Metal)

1931 Model Practically brand
 New 2000 Mile; Complete
 with Sea Covers, Horns, Etc.
 ..\$2,650

NEW FORD ROADSTER 1931

Model just over a month's use
 ..\$2,400

INDIAN "SCOUT" MOTOR-CYCLE

Police model 1928 ..\$290

Most of the Above Cars
 Carry Guarantee.

For Further Particulars Apply:—

HONG KONG USED CARS,

LTD.

2nd Floor, EXCHANGE BLDG.

PHONE: 24485.

SHOW ROOM: WHITT'S MOTOR

AUCTIONS.

CAMERON ROAD, KOWLOON

PHONE: 46720.

HONGKONG TRAMWAYS LTD.

NOTICE IS HEREBY GIVEN
 that the ORDINARY YEARLY
 GENERAL MEETING OF HONG-
 KONG TRAMWAYS LIMITED will
 be held at the office of Messrs.
 Jardine, Matheson & Co., Ltd.,
 Hongkong, on FRIDAY, the 27th
 day of February, 1931, at 12 o'clock
 noon, to transact the ordinary
 business of the Company.

AND NOTICE IS HEREBY ALSO
 GIVEN that the REGISTER OF
 MEMBERS OF the Company will
 be closed from FRIDAY, the 13th
 to FRIDAY, the 27th February, 1931,
 both days inclusive.

By Order of the Board,

W. F. SIMMONS,

Secretary.

Hongkong, 6th February, 1931.

POST OFFICE NOTICE.

RADIO NOTICES.

Individuals and firms are recommended to register their telegra-
 phic addresses at the Radio Office. No charge is made for this.
 Letters and postcards for Europe and South America are forwarded
 via Siberia if so superscribed.

INWARD MAILS.

From	Per	Due
Straits	Suwa Maru	February 7.
Shanghai and Swatow	Sinkiang	February 7.
Japan, Shanghai and Europe via Siberia (London, 14th January)	Kashima Maru	February 7.
Europe via Negapatnam (papers only, London 8th Jan. and parcels 1st January)	Antenor	February 7.
U.S.A., Honolulu, Japan, Shanghai (San Francisco 9th January) and Europe via Siberia (London 13th January)	Pres. Fillmore	February 7.
Shanghai	Perim	February 8.
Shanghai and Amoy	Taiyuan	February 8.
Dairen and Amoy	Tijalak	February 8.
Canada, U.S.A., Honolulu, Japan and Shanghai (Van. B.C. 17th Jan.)	Emps. of Canada	February 8.
Manila	Pres. McKinley	February 8.
U.S.A., Honolulu, Japan and Shang- hai (San Francisco 10th January)	Pres. Jefferson	February 9.
Amoy and Swatow	Van Heutz	February 9.
Java and Manila	Tjileboot	February 11.
Australia and Manila	Change	February 13.
Europe via Suez (letters and papers, London 15th January and parcels 8th January)	Khyber	February 13.
Japan and Shanghai	Yasukuni Maru	February 20.

OUTWARD MAILS.

For	Per	Date and Time
Haiphong	Canton	Sat., Feb. 7, 2.30 p.m.
Fort Bayard	Taipeisek	Sat., Feb. 7, 2.30 p.m.
Shanghai, Japan and Europe via Siberia	Suwa Maru	Sat., Feb. 7, 5 p.m.
Amoy and Japan	Takada	Sat., Feb. 7, 5 p.m.
Formosa	Sourabaya Maru	Sat., Feb. 7, 5 p.m.
Bangkok via Swatow	Hiram	Sat., Feb. 7, 5 p.m.
Manila	Pres. Fillmore	Sat., Feb. 7, 5 p.m.
Swatow, Amoy and Foochow	Emps. of Canada	Sun., Feb. 8, 9 a.m.
*Swatow, Amoy and Formosa	Hai Yang	Sun., Feb. 8, 9 a.m.
Bangkok via Swatow	Hozan Maru	Sun., Feb. 8, 9 a.m.
Manila and parcels only for Germany via Hamburg	Kaying	Mon., Feb. 9, 9.30 a.m.
Straits	Sauerland	Mon., Feb. 9, 1.30 p.m.
Swatow	Van Heutz	Mon., Feb. 9, 2.30 p.m.
Japan, Honolulu, U.S.A., Central and South America and Europe via San Francisco	Hydrangea	Mon., Feb. 9, 3 p.m.

Pres. McKinley Mon., Feb. 9.
 Parcels 3 p.m.
 Registration 4.15 p.m.
 Letters 5 p.m.
 (Due San Francisco 4th March.)

Shanghai and Europe via Siberia .. Pres. McKinley Mon., Feb. 9.
 Registration 5 p.m.
 Letters 6 p.m.

Java via Batavia Tjilalak Tues., Feb. 10, 10.30 a.m.
 Swatow, Amoy and Foochow Haiching Tues., Feb. 10, 1 p.m.
 Swatow Foo Shing Tues., Feb. 10, 5 p.m.

Japan, Canada, U.S.A., Central and South America and Europe via Victoria B. C. Hikawa Maru Wed., Feb. 11.
 Registration 4.15 p.m.
 Letters 5 p.m.
 (Due Victoria B. C. 4th March.)

Shanghai and Europe via Siberia .. Hikawa Maru Wed., Feb. 11.
 Registration 5 p.m.
 Letters 6 p.m.

Sandakan Mau Sang Fri., Feb. 13, 10.30 a.m.
 Swatow, Amoy and Foochow Hai Ning Fri., Feb. 13, 2 p.m.

Straits, Ceylon, India, Mauritius, East and South Africa, Egypt and Europe via Marseilles Kashgar Sat., Feb. 14.
 K.P.O.
 Parcels Feb. 13, 4.30 p.m.
 Registration Feb. 14, 9 a.m.
 Letters 10 a.m.

Straits and Calcutta Yuen Sang Sat., Feb. 14.
 Parcels noon.
 Letters 1 p.m.

Manila, Australia and New Zealand via Thursday Island Changho Mon., Feb. 16.
 Parcels 9 a.m.
 Registration 9.45 a.m.
 Letters 10.30 a.m.
 (Due Thursday Island 27th Feb.)

Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles Patroclus Mon., Feb. 16.
 K. P. O.
 Registration 1 p.m.
 Letters 1 p.m.

Saigon, Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles (Ship sails on Chinese New Year's Day, 17th February at 3 p.m.) Porthos Mon., Feb. 16.
 K.P.O.
 Registration 4.30 p.m.
 Letters 4.30 p.m.

Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles Registration 5 p.m.
 Letters 6 p.m.
 (Due Marseilles 20th February.)

Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles Yasukuni Maru Fri., Feb. 20.
 K.P.O.
 Registration 20th 4.30 p.m.
 Letters 20th 4.30 p.m.

Registration 20th 5 p.m.
 Letters 20th 6 p.m.
 (Due Marseilles 19th March.)

*Superscribed Correspondence only.

KIPLING'S "IF" IN GERMAN.

STORY OF A TRANSLATION.

"Well, I cannot place it, but it must be by Goethe."
 This, according to a correspond-
 ent in the current number of the
 "Kipling Journal," is the in-
 variable comment of a German
 after listening to a translation of
 Rudyard Kipling's "If."
 The same correspondent tells an
 interesting story of how this poem
 was translated into German during
 the War. While lunching at a
 Viennese restaurant in February,
 1915, he got into conversation
 with a stranger.

"Talk soon turned on to matters
 literary," he writes. "He had never
 'If,' and was so struck with the
 thoughts of which I gave him a hasty
 sketch in clumsy German prose,
 that he begged me to give him in
 writing a literal translation of
 each line. I did so and an hour
 and a half later he presented me
 with the finished poem. The man
 was, and I believe still is, a
 steward on Prince Liechtenstein's
 estates."

This translation has frequently
 been reprinted in German-speaking
 countries with the result described
 above, and when listeners are
 asked why they attribute it to
 Goethe they reply, "The depth of
 thought chiefly leads me to sup-
 pose so and then the diction."

Castrol again....

proves its Supremacy.

Captain Malcolm Campbell

DRIVING BLUEBIRD

Attains a Speed of

245.73

Miles per hour.

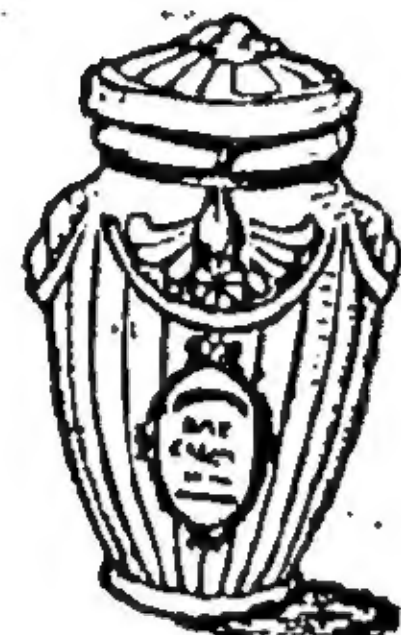




For
Radiant
Beauty

DUBARRY DAY CREMS

Obtain a beautiful complexion,
lovely to look at, soft and
smooth to the touch.



Made by Messrs. Dubarry (London) who are
also makers of the famous "Creme Nilotar"
A.P.I.

"Blue Lagoon"

FELIX HAT SHOP

York Building, Next to Moutrie's.
ANNUAL SPRING SALE NOW ON.
20% Reduction on all Evening Gowns and Wraps.
Also Afternoon Frocks.
Jumper Suits, Hats including American and French
Models, and all other goods Greatly reduced in order
to make room for New Stocks.
Shop Early for Best Selections.



THE FINEST
SAFE GUARD CHECK
WRITER EVER BUILT
DODWELL & CO., LTD.
Sole Agents.

WOMEN'S WORLD

FOR OUR LADY READERS.

WORRY & HEALTH.

[By a Hospital Matron.]

A certain degree of worrying
inevitably attends the ordinary
commercial and domestic life, but
when the condition becomes mark-
ed, perhaps changing the charac-
ter, curative measures should be
adopted.

While it is profoundly true that
"troubles shared are troubles
halved," yet to merely tell some
patient to stop worrying is futile
unless the requisite means of
acquiring the desired freedom of
mind are also indicated.

Worrying is one of the first
symptoms of high blood pressure,
especially when it supervenes in a
hitherto placid temperament. Any
person who exhibits real signs of
high blood pressure will inevitably
have a rigid, unyielding neck.
This inflexible state of the cervical
spine and tension of the neck
muscles set up a vicious circle by
intensifying the worrying which
in its turn aggravates the local
condition.

The glands of internal secretion
have received much prominence of
late years, and one of them is said
to exercise a profound bodily in-
fluence as regards fear and worry-
ing. Yet it is primarily the
nourishment supplied to these
glands by the circulation which is
at fault. If the blood stream is
unhealthy, these wonderful glands
cannot be expected to function
properly. No one gland is ever
the sole offender, but it may show
the symptoms more conspicuously
than do the others.

Disordered Nerves.

Many people declare that their
nerves are out of order, that they
go about each day in a state of

Of Havana Brown.



A pretty finish is given to
a simple frock in Havana
brown faille by a frilled
sash-collar of pale coffee-
coloured nylon.

SPORTS CLOTHES.

Shoulder-Line Widened.

Some of the new sports clothes
are quite thrilling; they are dif-
ficult to describe, for the charm of
them is a matter of perfection,
every detail taking an inobtrusive
and ineluctable place in a unified
whole.

The shoulder-line has been
widened, completely eliminating
the slightly hollow-chested look
which it has been the fashion to
cultivate for the past few seasons,
and the right things have been
done with yokes and pockets, and
the gorges of skirts, the placing of
the waistline, and the fitting of
the jacket above the waist.

Real Scotch woolsens, and
checked cashmeres, are coming
out for sports wear, and at the
same moment the Paris dress-
makers are showing these stuffs,
properly thinned down for spring-
time temperatures, made into
sports clothes for the Riviera.

Blouse-jackets are amongst the
smartest of wraps for winter
sports clothes. Tunic jackets of
leather, or fur, or super-warm
woolens, pelum blouses in gay
plaids and checks, are making a
style success.

Box-pleated skirts, gored skirts,
and skirts with comfortable full-
ness let in below the hipline, are
made in suede-like woolens, in
new tweeds, and in winter
cheviots.

Coats are of every length, both
for day and evening, but long
coats will stand out as the most
distinctive for daylight and lamp-
light.

Capes and coats give a most
flattering line to the light waist,
which, being high at present, is
found immediately below their
loose hanging edge.

Very Demure.



Specially designed for the
debutante is the demure dance
dress in onment-coloured
satin beaute. Noteworthy
features are the softly draped
sash, the gauged hip-yoke
from which falls a narrow
doubled frill, and the ruching
at the hem.

A Quaint Touch.



There is a quaint and
appealing air about this new
model in dull red marocain.
The bodice yoke is cut in one
with the centre panel, which
is ornamented with buttons
and forms part of the flared
frill that heads the fluting
skirt. A collar of pale shell
pink georgette and a bow of
velvet to match the dress pro-
vide the finishing touches.

chronic fear, and consequently
cannot deliver themselves from an
incessant brooding over harassing
matters. Here again it is the
same story. The nervous system
will improve when the blood
stream gets into a healthy state.
The majority of folks who worry
unduly set great store on the con-
sumption of tea, coffee, tobacco,
and perhaps alcohol. These are
all stimulants and are not for the
possessor of a worry complex with
his weakened nervous system.
There is absolute proof that they
are merely temporary stimulants
in the fact that their absence is
resented by the nerves for a few
days, and then a real and rapid
improvement ensues. It is useless
to advise such people to use
stimulants in moderation; for
them moderation is immolation.
Since the cure must come from
within, the worrier must get back
to the natural foods and especially
cut down the consumption of
meat. Many patients find that
they lose all desire for flesh foods
after a few weeks' abstention from
meat, but many high-strung folk
discover that two meat meals in
the week are a nervous tonic.

In all these cases, the neck must
be loosened, and then kept flexible
while the blood is being "cleansed
up" by means of a dietary in which
fruits, vegetables, and wholemeal
starches are prominent. Per-
severance with suitable rotatory
and stretching exercises will work
wonders. A cold compress
applied regularly and nightly to
the neck and waist will help to
loosen the cervical spine, and to
induce refreshing sleep which is
a great adjunct in the cure.

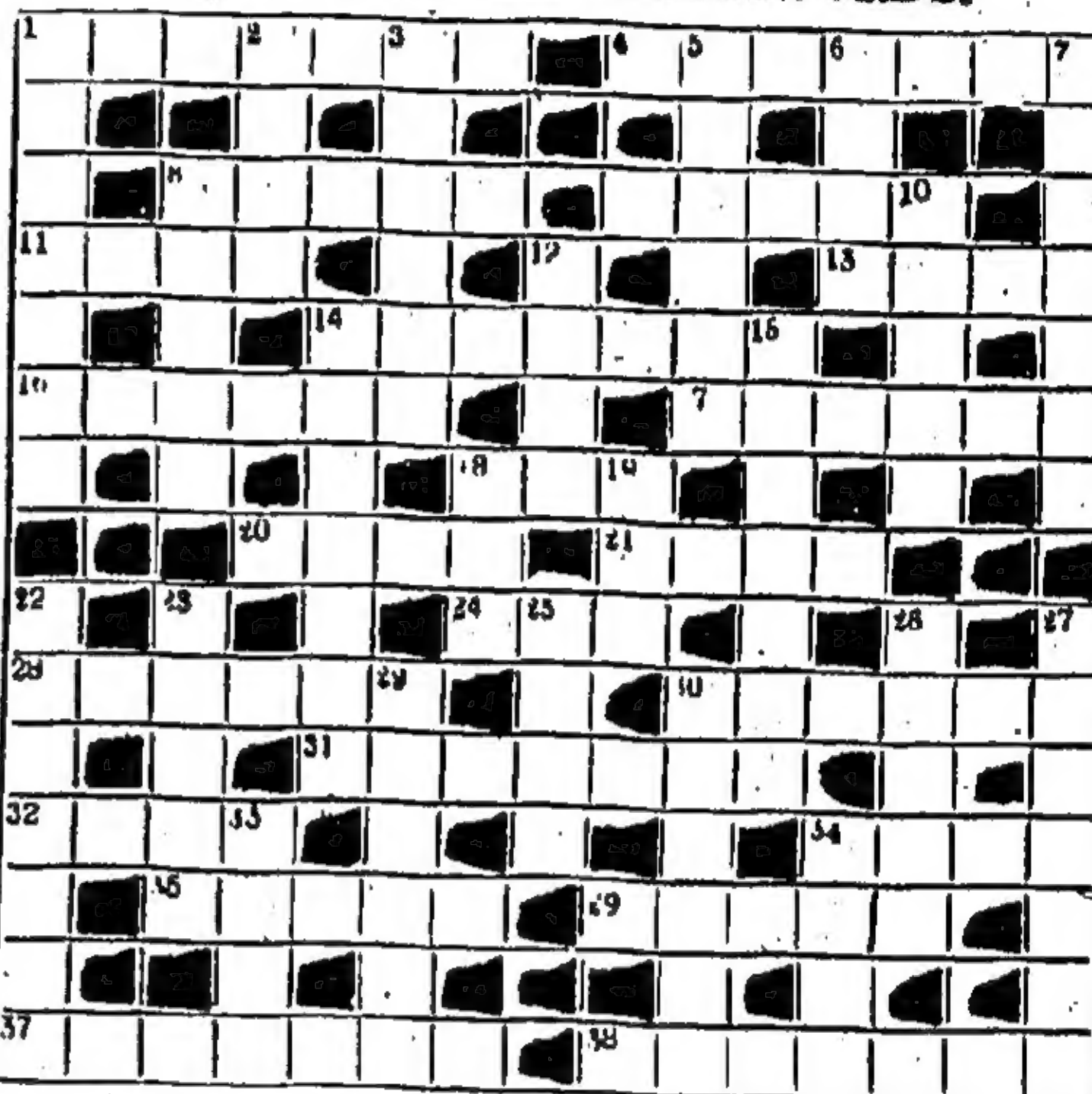
There is nothing more mar-
vellous in the whole realm of
medicine than the return of cheer-
fulness and deliverance from
harassing thoughts, accompanied
by a renewed zest for work, as the
nervous system improves when the
blood stream becomes pure and the
neck supple.

STICKLERS



Yesterday's Solution.
In order to profit 12 cents, by selling apples at 6 for 5 cents,
that cost him 3 for 2 cents, Johnny must have bought and sold
72 apples.

OUR BRITISH CROSSWORDS.



Across

- 1 Errand boy to the gods.
- 4 The tail of this bird would
appear to be far more suitable
for a pig.
- 8 "Put not your — in money,
but put your money in —."
- 9 Autocrat of the Breakfast Table.
- 10 An entrance made from stone.
- 11 Spikenard.
- 13 This may take a penny, or a
tanner, or a bob.
- 14 Give this untidy woman a
negligible tail, and bring to light
a tale-teller.
- 16 Hire.
- 17 May be a Scot, an oyster, or a
Maori.
- 18 Ran out of currants.
- 20 Here "three united include a
South American city."
- 21 These frequently go with odds.
- 22 This key unlocks no doors.
- 28 Obligingly.
- 30 Burns.
- 31 One of the greatest actors who
ever lived.
- 32 Think of a number. Now think
of the motionless part of it.
That's all.
- 34 Here a spice gives the highest
point.
- 35 The tail of this fish is not at all
well.
- 36 Get on! Get on! This is the
last place you ought to —.
- 37 Tools common to Thor and Vul-
can.
- 38 Tools that would appear to be
suitable for sharps.

Down

- 1 Be less polite than the Cockney
who, putting himself last, said,
"er and me."
- 2 Take it in accordingly.
- 3 This consists of beads.
- 5 Sounder like advice to a happy
dog, but it's too heavy for him
to draw.
- 6 One of the anagrams of 13
across.
- 7 He's no good—though he was at
first.

- 8 A figure of speech.
- 10 This laughter is mischievous.
- 12 An excuse that gives a certain
amount of pleasure.
- 14 Many people go this in their car.
- 18 It is rather remarkable that
there should be only one weed
in this field.
- 19 Useful when you get a line on
it—to use an Americanism.
- 23 Take a letter from this sticky
liquid, and it will disappear.
- 25 Upright, but—er—forgot his
tools.
- 26 "Of love, that says not mine and
thine, But — for — is thine
and mine."—Longfellow.
- 27 Don't watch this if you want to
get on.
- 28 Values highly.
- 29 At first all Owen would say was
that at the least all or ache
Queenie would quit (hidden).
- 30 The only thing that this word
really describes is whisky.
- 33 When beheaded this margin has
the same meaning as when left
alone.
- 34 Good things to hold in most
places.

Yesterday's Solution.

SANCTUARY CAPRI
A O U T O U E M
UMBRAGE EARLDOM
C U M A C E A E
ELLATRADE ANON
E E A L F S T E
A S S I G N S D O W N E
I O S I N A I F L I G H T Y
W N Y N O N A
O B A N E D I O T A B U T
R E Y M I U K I E
T A F F E T A S M I T T E N
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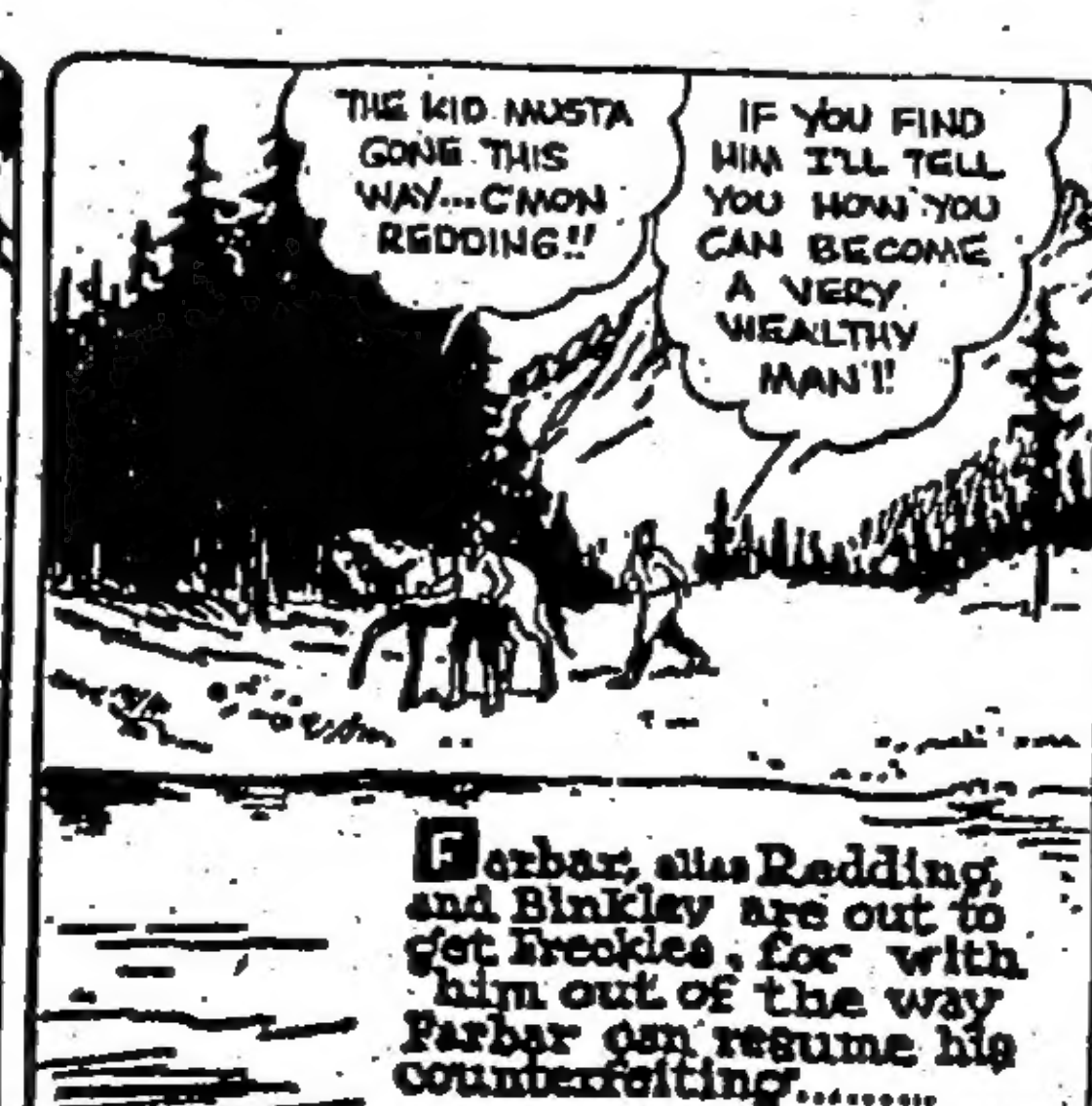
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SATURDAY, FEB. 7, 1931.

EDUCATION.

All too seldom do we get such an outspoken and well-reasoned dissertation on the Colony's educational shortcomings as those which were voiced yesterday by the Headmaster of Queen's College. Mr. de Rome squarely faced the realities in his observations on the examination problem, having no difficulty in driving home his point that to put students in for the Matriculation after three years in a senior school is unduly forcing the pace. Apart from the attempting of the almost impossible, there is the further point that the students are left in what Mr. de Rome aptly describes as mental muddle. What is worse still is the disappointment caused to teachers, students and parents alike when it is found that so few of the entrants ever succeed in the task which they are set. The tremendous waste of effort involved needs no stressing. Happily, the evils are recognised, for, convinced that there is something radically amiss with the system, His Excellency the Governor has decided that the whole question shall be investigated in the light of such criticisms as the Colony's education experts may feel inclined to advance. We hope that in this inquiry the scholastic profession will not be overlooked, for we should like to feel that men like Mr. de Rome, who have clear-cut ideas on the issues and who are not cranks, will be given an opportunity of putting forward their views.

Some little time ago, in commenting on the Matriculation examination results, we emphasised the value of a good grounding in primary subjects, suggesting that for the great majority of school children in this Colony this was the main essential. Give them that, we remarked, and they would go out into the world sufficiently equipped for the life which lies ahead of them—possibly better equipped, for all practical purposes, than they would be by dabbling in subjects of which they could not hope to secure a really good grasp. The over-emphasis on secondary education which has been too long apparent in Hongkong, and the anxiety to rush students through for Matriculation, has resulted in so much disappointment that it is high time there was more concentration on essentials. We are glad to see that Mr. de Rome favours the replacement of the Matriculation examination by a School Leaving Certificate examination, in which

there would be no mere specialising on a few subjects but an attempt made to secure a real grasp of the basic constituents of a sound education. That much accomplished, the brighter lads who wish to enter the University can, as Mr. de Rome says, later proceed to Matriculation in special subjects. A reform of the existing system on some such lines as these appears to be imperative if the aims of education are to be realised. The selection of promising students for the upper schools is another point, as nothing whatever is to be gained by taking in pupils who are unlikely to make good.

Despite the constant reiteration of the fact that examinations are not the be-all or the end-all of education, so much of the Colony's education has been based on this misapprehension. Cramping for results has been all too obvious. The immediate effect may be to give some doubtful glory to the schools which adopt this policy, but far from conferring any lasting benefit on the student, such methods are likely to have an opposite result. For the lad who does not intend to specialise in his life's work, nothing can be better than a sound primary education. If he can give evidence that he has received such a grounding, he would prove of far greater value to his future employer and make a better success of his life than many another who has been forced through examinations for the sake of being able to say that he has matriculated. Not only here in Hongkong, but in England as well, the constant complaint of employers is that it is extremely difficult to get a lad straight from school who can construct an ordinary sentence or make a relatively simple arithmetical calculation—this often in the case of boys who have gone through a secondary school. Admittedly, we want something more from education than ability to write coherently or to do sums correctly, but if these essentials are lacking, it is certain that the tuition given has failed in important respects.

Estate Duty.

The Hon. Mr. C. G. Alabaster, the Attorney General, in moving the first reading of the Estate Duty Bill, appealed for sympathetic understanding of his difficulties, but made no serious attempt to defend the new schedule. True, as we have already pointed out, the duty on estates between \$1,000 and \$5,000 has been reduced from two to one per cent.; true, again, the duty on estates between \$5,000 and \$25,000 remains as before. But that does not alter the fact that the duty is just as high as that prevailing in Great Britain to-day, if the dollars are converted at 2/-, while the increase recommended in respect of estates between \$25,000 and \$50,000 contemplates the payment of death duty by Hongkong residents 33 per cent. in excess of that required of estates of similar value (at a 2/- dollar) in Britain. From that point, the rates grow lower and lower in proportion to Mr. Snowden's schedule, wherein lies cause for strong criticism. We dislike the necessity of repenting ourselves, but we cannot fathom the reasoning which would justify high rates on small estates and low rates on the bigger. Mr. Alabaster says he will welcome suggestions regarding certain clauses of the Bill. He does not express willingness to extend a similar welcome to proposals regarding the schedule, which from the public viewpoint is the most important feature of the Bill. He appears, incidentally, to be wrongly informed regarding the duties imposed in Britain. He places the maximum at 40 per cent. The maximum, applying to estates in excess of £2,000,000 is fifty per cent. In this connexion, we see no reason why the Hongkong schedule should stop at \$2,000,000. It should go on, up to seven, eight or nine millions, with steady increases in the rates per cent. at which duty is to be paid. It may be quite true that there will be few estates assessable for estate

DAY BY DAY

HAVE'N'T YOU DISCOVERED THAT WOMEN KNOW BY INSTINCT WHAT MEN THEY CAN MAKE FOOLS OF, AND THEY ONLY TRY THEIR ARTS ON THEM?—W. S. Maughan.

The Empress of Canada is due here at 8.50 a.m. to-morrow and will berth at Pier No. 5 Kowloon Wharf.

His Excellency the Governor has been pleased to appoint Captain M. J. Reidy, M.R.C.V.S., to act as Colonial Veterinary Surgeon.

The m.s. Taiwin (Wilh. Wilhelmssen) left Singapore on the 6th and is due here on the 12th inst. with cargo from Norway and Ports.

His Excellency the Governor has appointed Dr. A. R. S. D. McElaney, to be a Member of the Midwives Board, vice Dr. Agnes L. G. Dovey, resigned.

His Excellency the Governor has appointed Mr. E. W. Hamilton to act as District Officer in the Southern District of the New Territories in addition to his other duties.

A bankruptcy notification states that a first and final dividend of \$13.50 per cent. has been declared in the case of the Kwong Shing Cheong firm, of 8, Wing Wo Street and 4, French Street.

His Excellency the Governor has been pleased to recognise, provisionally and pending instructions from the Secretary of State for the Colonies, Mr. J. Jose Salinas as in charge of the Consulate General for Peru in Hongkong.

Malicious damage to the front tyre of a motor lorry belonging to the Ying Sang Tai shop, of Shatin, was reported to the police by a foki yesterday. It was stated that the vehicle had been left outside the premises on the evening of February 4.

Tenders are being invited for the reinstatement of the wall at Jardine's Corner, Peak. The work comprises the taking down of the existing lime and cement concrete wall with rubble facework and rebuilding in cement concrete with rubble facework for a length of 30 feet, together with any contingent works.

A report has been made to the police by Li Ping-cheung, master of the Fa Sheung Knitting Factory of 197, Kiling Street, Shamshuipo, that his son, Li Cheung, took a machine valued at \$650, stating that he was having it repaired. The machine, however, was in good working order and the son has not returned since.

For the theft of a pocket knife, the property of Leading Stoker H. K. Hawkins, of H. M. Submarine Oswald, a Chinese was sentenced to four weeks' hard labour by Mr. Williams at the Central Police Court this morning. It was stated by Detective Sergeant Lamont that the defendant was searched as he was leaving the Naval Yard and the knife was found on him. Investigations revealed that it had been stolen from H.M. Submarine Oswald.

duty at such high figures, but it is to such windfalls that a British Chancellor looks for relief when a Budget deficit looms large. A Hongkong estate of \$5,000,000 should be required to pay duty of more than 12 per cent. just as an estate of \$500 should not be mulcted at all. There is a suspicion that a guiding principle in the arrangement of the schedule has been the profusion of small estates as compared with larger. If this is so, it would appear to be grossly unfair.

FLYING IN 1931.

By Major OLIVER STEWART.

Faster—Farther—Safer.

AVIATION is, as it were, the Secretary of State for Speed. And the first thing most people want to know about flying during 1931 is the probable progress that will be made in speed. The Schneider Trophy race, which should be flown in September in British waters, will show how far constructors have advanced since 1926.

It was then won at the average of 328½ miles an hour. This, it will be remembered, is not a freak speed over a short, straight course, but the average of sustained flying over a course more than 200 miles long and containing some 25 sharp corners. This year the race, if it takes place under normal conditions, will probably be won at more than 350 miles an hour. The speed record, which is made over a 3 kilometre straight course, is now 357.7 miles an hour. Before the end of 1931 it will be more than 400 miles an hour; a respectable speed, but by no means terminal.

At the time of the last Schneider Trophy race, just after it had been won at a speed which astonished the world, I spoke to Mr. Mitchell and Mr. Folland, the two British designers who have been responsible for a series of the fastest man-carrying craft of any kind ever produced. They both told me that they were dissatisfied with the results and, when asked the reason, they said that it was simply that their aircraft were not nearly fast enough. They could see, with the experience of the race behind them, many ways in which their machines could be improved. The curve of progress has not yet begun to fall off in flying.

We shall not only go faster in 1931 but we shall also go farther. The distance record non-stop is now 4,912 miles. By the end of the year it will be more than 5,000 miles. We shall also go higher. But in the attainment of great heights there has lately been a lack of enthusiasm which may be attributed to the belief that, at the moment, speed and distance are of greater value. When, for some reason, we desire to go above 43,000ft., which is the present record, we shall do so. But there are other things of more immediate importance.

Progress will also be made in economy; but when considering economy it is as well to decide at once whether it is economy in time or in money that is desired. If reduction in the monetary cost of travel is the aim then aircraft cannot give it. But the barge and the bath-chair can. The barge and the bath-chair are both much cheaper to run than the aeroplane, and are likely to remain so. Those whose chief concern is reduction in the cost of travel, therefore, are recommended to travel by barge. As Mr. C. C. Walker has pointed out, the barge offers the cheapest form of transport per ton-mile available. City men who travel daily to and from their offices by barge along the Thames will save large sums of money.

Some people, however, regard time as being of more use to them than money, and for these the motor-car and the aircraft are of value. On the foreign air transport lines machines carrying a dozen passengers will soon be cruising at more than 150 miles an hour—already they are cruising at more than 120 miles an hour.

Our own company has been so obsessed with paying load that it has neglected speed, and in this it has resembled the barge travellers. And the speed of its newest

machines is not high, a maximum of only about 130 miles an hour and a cruising speed of about 120. But these machines will be economical in running costs, and will convey each passenger at a fuel consumption of about 40 miles to the gallon, or about the rate of the lightest light cars.

With the introduction of the heavy oil engines, which are now approaching the practical stage, further economies in running costs will be effected. The heavy oil or compression ignition engine not only burns less fuel than the petrol engine, but it also burns a fuel which costs less to buy. It has the additional advantage that its fuel is rather less easily set on fire than petrol. It may not replace the petrol engine in the smaller short-distance aircraft, but it is likely to do so in the long distance commercial machines.

In increasing the safety of air transport, the chief effort will be along the lines of improved organisation and, in the machine itself, better control, the retention of a low landing speed, and improved view for the pilot to reduce collision risks. It may be that parachutes will be adopted on the commercial lines.

Aviation is unfortunate in that its accidents are often spectacular and that they sometimes claim more public attention than the circumstances warrant. You may crush quite a large number of people to death in a charabanc without attracting undue attention; but if two people fall out of an aeroplane, there is a great deal of excitement.

The spectacle of two people falling from a great height is undeniably interesting; but it is to be remembered that there are many other ways of getting killed and that places of banana skin are almost certainly responsible for more deaths than aeroplanes.

It is not even on account of their danger that we shall give up airships. It is merely because the work of the airship can be done better and more cheaply by the aeroplane. The airship experiment was costly; but if it serves to concentrate effort on the heavier-than-air craft it will have been worth while.

Mr. C. R. Fairey, reviewing the growth of aviation at the Royal Aeronautical Society the other day, said that to-day the world's civil air route milages amounted to nearly 200,000,000 miles, and that over half million passengers, nearly 10,000 tons of goods, and nearly 5,000 tons of mail are carried annually on scheduled services alone, while the aircraft industry is capitalised at nearly £100,000.

But it is not the scheduled air lines alone that are to be considered. Private flying gives more notable signs of health and high spirits than any other branch of aviation. There are now 44 light aeroplane clubs, the majority unsubsidised, and 69 gliding clubs, while the number of private owners is about 300, and will increase rapidly in the Spring.

The Cinque Ports Club, to take a typical example, flew 1,253 hours last year, and trained 37 new pilots during the period. Only two things are holding back private flying. One is the lack of aerodromes and the other is the Air Ministry's nursery-governance attitude towards it. According to the latest information as to permanent establishments there

(Continued on Page 7.)

THE HIGH COST OF DYING.



Government Walter: "This, of course, is for you, Sir."

BRITISH EXECUTION
OUTCRY.REBUKE FROM THE
HOME OFFICE.

PERSONAL VIEWS.

An outspoken pronouncement on the duties of the Home Secretary in regard to the execution or reprieve of murderers has been issued from the Home Office.

It had particular reference to the case of Victor Edward Betts, aged 21, who was executed at Birmingham for the murder of a bank manager.

The statement is as follows: "Statements have been made in the Press by the Secretary of the Council for the Abolition of the Death Penalty and by others about the action of the Home Secretary in the case of Victor Edward Betts.

"Some of these statements are malicious and misleading and others exhibit a complete ignorance as to the function of the Home Secretary in advising as to the exercise of the Royal Prerogative. Mr. Clynes is as predisposed as anyone to take a merciful view and to recommend the exercise of the Prerogative in cases where he is satisfied that there are good grounds for it, but it cannot be claimed that the proceedings in the Courts of Justice and the whole apparatus of the criminal law are to count for nothing if a public meeting passes a resolution or a petition is organised.

Mass Meeting Decisions.

"On grounds of public policy it is well that our law and practice should be in harmony with the national will, but we cannot have trial by jury in accordance with the law and later the consequences of the jury's verdict set aside by the decision of a mass assembly.

"Whatever Mr. Clynes's opinion is about capital punishment, he would view with dismay the practice which he is asked to follow of giving effect to personal opinions in these distressing capital cases. The responsible position of a Minister of the Crown will, he hopes, always enable him to subordinate his individual views, so that without consideration of party or person the proper administration of the law continues, however Ministers or Governments may change.

"As regards the demand that he should give effect to the views expressed in the recent report of the Select Committee of the House of Commons, Mr. Clynes can only say that it would be highly improper to anticipate any future change in the law and to act now as though Parliament was certain to endorse the report, which it has not had an opportunity to consider."

Mr. Roy Calvert, Secretary of the Council for the Abolition of the Death Penalty, stated: "Mr. Clynes says that it is the duty of the Home Secretary to maintain unbroken the Home Office tradition. This means in effect transferring his personal responsibility to his permanent officials. We deeply regret that he missed this unique opportunity of showing not only mercy but courage."

A Previous Rebuke.

This is not the first occasion on which Mr. Clynes has severely rebuked critics of his decision as Home Secretary on the question of the execution of a murderer.

Thus in April last, shortly after the execution of William Henry Podmore, for the murder of Vivian Messiter, he made a statement in reply to a resolution passed at the I.L.P. Conference.

He said: "That resolution requires me to ignore the solemn decisions of courts, judges, and jury, and to act on an opinion of capital punishment. I hope that no Secretary of State will ever be influenced by such an indefensible doctrine."

"I am not prepared," he continued, "to make a mock of the law, however strong the desire may be to change it. Public opinion of such matters cannot always be guided by the fullest information, and public opinion must not take the place of a court of law. If in the right of the public to change the law; it is the duty of the Minister to apply the law."

RUMOUR DENIED.

GENERAL GASTON WONG
NOT DISMISSED.

On behalf of the Provincial Government of Kwangtung Mr. L. M. Lee, the Chief Secretary, writes as follows concerning the report of the arrest and dismissal of General Gaston Wong:

"On behalf of the Kwangtung Provincial Government, I wish to inform you that the report concerning the dismissal and arrest of General Gaston Wong as found in your daily for January 28th, has no foundation in truth. General Wong resigned his post of his own accord, and is now on his way to France. He was not dismissed by the Government as reported in your paper. The Nanking authorities never put him under orders of arrest."

NEW TYPES OF
CRUISERS."RETURN TO SANITY IN
DESIGN."

"Jane's Fighting Ships," published by Messrs. Sampson Low, Marston, and Co. (£2 2s.), contains the usual comprehensive review of the fleets of the world and details of the progress made in marine engineering.

This year the cruisers claim chief attention.

In the British section, the more arresting particulars deal with H.M.S. York, Exeter, and Leander. York marks the first attempt of one of the Treaty Powers to break away from the 10,000-ton type of cruiser. To save 1,000 tons, two 8in. guns are sacrificed, the speed and protection being the same as in the Kent class. Designed by Sir William Berry, the ship was completed last June.

The original design allowed for three funnels, but during 1928 the plans were modified, and the foremost funnel was trunked into the second. In order to clear the catapult on the second turret, the bridge was raised, and, consequently, the funnels. It had been found, however, that the turrets were too light for the catapult to be carried, and it and the derrick have been dispensed with.

The completion of Exeter is about due. The design of that vessel is similar to that of York. Leander is described as belonging to a class which represents "a return to sanity in cruiser design, compared with the overgrown and over-gunned 10,000-ton Treaty type." This cruiser was laid down under 1929 estimates, and is now being built.

The London Treaty having stopped any additional 10,000-ton cruisers with 8in. guns being built in Britain or Japan, it is stated by Mr. Oscar Parkes, the Editor, that some entirely new types armed with 6in. guns, of which Leander is the precursor, may be expected.

Italy's 10-Knots Cruiser. In the United States Navy section photographs are given of the recently completed Treaty cruisers, together with particulars of new construction to bring about parity. The Japanese section provides something new in types. A large number of illustrations are given in the French section, including the new cruisers, destroyers, and submarines.

The Italian Navy is building a larger variety of types than any other. The first official plans of the new cruiser and the destroyer are given. There are also pictures of the "Condottieri" class. The design is the most interesting of recent years. It is stated that one of these, subjected to a series of "all out" runs, logged just over 40 knots on a spurt—attained, it is understood, at the expense of her engines and boilers.

Ersatz Preussen is illustrated in the German section, and photos of the Koln class show these vessels from all aspects.

The work is invaluable to all interested in the navies of the world and ship construction.

GENERAL ELECTION
FOR SPAIN.

POLLING ON MARCH 1.

Madrid, Jan. 11. At last night's Cabinet meeting, the Government, after expressing satisfaction at the reports of tranquillity from the Captains-General and civil governors decided definitely to fix March 1 as the date of a general election.

The Government intends to suspend martial law as soon as convenient, so that the nation may have all the guarantees necessary for electoral propaganda, but it will be inflexible in the maintenance of public order. On the slightest attempt at disorder the Government will hold the elections under martial law, guaranteeing at all costs the free exercise of the suffrage, as it is determined that the nation's will shall be genuinely manifested in the polling booths. Spain's destiny can then be decided in Parliament.

"Trouble Foreseen." Thus General Berenguer intends to fulfil the difficult mission with which he was entrusted about a year ago on the fall of the late General Primo de Rivera—the summoning of a Parliament.

Reading between the lines of the brief official communique, one is led to believe by his threats to reimpose martial law at the slightest attempt to obstruct the general election that he foresees trouble ahead, and before March 1. While General Berenguer decries any consanguinity for his speedy quelling of the recent revolt, he will need all the resources at his command to steer the country through the short but difficult period now remaining before polling day.

Rumours have been particularly insistent during this week-end of another revolutionary movement and the possibility of further strikes with the object of obstructing the Government's plan to restore constitutional government.

VOLUNTEER CORPS.

ORDERS FOR THE COMING
WEEK.

Volunteer Defence Corps Orders by Lieut. Col. L. G. Bird, D.S.O., O.B.E., state:

Parades.

Corps Band.—There will be a Band Practice at Volunteer Headquarters at 5.30 p.m., sharp, on Monday, 9th February and Wednesday, 11th February.

Battery.—Layers as detailed 5.30 p.m. at Gun Club Hill on Thursday, 12th February. Range Takers as detailed with Range Takers from M.G. Company (as detailed by O.C.M.G. Coy.) at 5.30 p.m. Thursday, February 12th at Headquarters. 2 Signal Parade 5.30 p.m. at Headquarters on Thursday, February 12th, for map reading etc. Staff: At 5.30 p.m. on Thursday, February 12th, at Headquarters Lecture Room.

Engineer Company.—Monday, February 9th, Miniature Range shoot at 5.30 p.m. D.L. Instruction will be held at 5.30 p.m. at Wellington Barracks on Thursday, 12th, instant.

Corps Signals.—Parades will be held at Corps Headquarters at 5.30 p.m. on Tuesday, 10th, February and Friday, 13th, February.

Machine Gun Troop.—Practice parade for G.O.C.'s Inspection on Monday, 9th, instant.

Armoured Car Company.—Car Section: Parade on Monday, 9th, February at Corps Headquarters at 5.30 p.m. for Driving Instruction.

Motor Cycle Section: A talk on "Field Message Writing" will be given by The Adjutant 5.45 p.m. in Lecture Room on Monday, 9th, February.

Machine Gun Company.—The Company will parade on Monday, 9th, February in Uniform at 5.45 p.m. at Headquarters at full strength. This is a Practice for G.O.C.'s Inspection. Dress:—Boots, Hose-Tops, F-ties, Shorts, Tunics, Helmet, Belt, 1 jonet and Frog Rifle with Sling, M.G. Course Part II.—No. 2 Platoon will fire this course. Stencillers on Sunday, 16th, February. Range Officer, 2/Lieut. D. M. Richards. Launch leaves Queen's Pier at 9 a.m. and Kowloon Police Pier at 9.10. Uniform or Muff optional, but belt, Pouches and Bayonet must be worn.

Scottish Company.—Parade, Thursday, 12th, February. Spud drill with Arms. No. 7 Platoon at Headquarters 5.30 p.m. under Captain H. R. Forsyth; belts and frogs will be worn. No. 6 Platoon at Kowloon Dock under Lieut. A. Duncan, M.B.E. Belts and frogs will be worn. Pipes and Drums under Pipe Major Macleod will parade at 5.30 p.m. at Headquarters on Wednesday, 11th, February and marching practice. Range:—Musketry Part II will be fired at Stonecutters on Sunday, 15th, February. Launch leaves Queen's Pier at 9 a.m. calling at Kowloon Police Pier 9.10 a.m. Range Officer, Captain H. R. Forsyth.

Portuguese Company.—Parade: The Company will parade as strong as possible at Headquarters on Friday, February 13th at 5.30 p.m. for Arms and Foot Drill in preparation for the G.O.C.'s Inspection. This is an essential parade. Dress:—Options: Rifles, Belts and Bayonets. Peak Range: The Peak Range is allotted to the Company on Sunday, February 22nd. Details will be issued later.

Peak Range.

The Peak Range will be allotted to the Portuguese Company on Sunday, February 22nd.

Kennedy Road Range.

The Kennedy Road Range will be allotted to the Portuguese Company on Friday, 20th February, 1931.

Appointment and Promotions.

No. 1674 Pte. Mong Ranjan Deb, Medical Section, to be promoted Corporal with effect from 6th instant.

No. 1675 Pte. T. P. Szeto, Medical Section, to be appointed Lance Corporal with effect from 6th instant.

No. 1321 Pte. T. S. D. Whitley, D.P. Section, No. 2 Platoon, to be appointed Lance Corporal with effect from 3rd instant.

Struck Off The Strength.

Having completed 3 years' service.—No. 11187 Sigm. C. J. Waddell, Corps Signals, as from 12.11.30.

Strength.

The following have been taken on Corps Strength:—1672 Pte. M. E. M. Oakeshott, No. 3 Platoon; 1673 Pte. H. B. Joseph, A. Car Coy., Car Section; 1674 Pte. J. B. D. Whitley, D.P. Section; 1675 Pte. T. S. D. Whitley, D.P. Section; 1676 Pte. Ngan Keng Ha, 1678 Pte. Tai Kin Hing, 1679 Pte. Kam Nai Fai, all Medical Section.

Leave.

Tpr. 1537 T. Lindars, M.G. Troops, Sick leave extended to 31.3.31; No. 355 A/C.S.M. Brown, A. W., No. 7 Platoon from 4.2.31 to 4.3.31; No. 8 R.S.M. Edmonds, W. H., Corps Headquarters, from 15.2.31 to 15.12.31.

(Sgd.) W. H. G. GOATER, Captain, Adjutant, H.K.V.D.C.

Notices.

Troops Ponies.—The Commandant wishes to thank very much indeed the following Gentlemen who have presented ponies to the machine Gun Troop:—T. B. Pearce, Esq. Messrs. Tester & Abraham, A. J. P. Heard, Esq.

JAPAN LOAN DISPUTE
WITH FRANCE.BEFORE SUPREME COURT
AT PARIS.

Paris, Jan. 11. Great interest is being taken in the approaching decision of the Supreme Court of Appeal on the dispute between the towns of Tokyo and French shareholders in the International Loan, judgment in favour of the shareholders has already been given by two French courts, but was reversed by the Court of Appeal, and it is now for the Supreme Court, known as the Cour de Cassation, to pronounce the final verdict.

The French case, which is set out at great length by the "Ami du Peuple," is based on an article of the law of 1928, stabilising the franc at 124 to the £. This states that "the new definition of the franc is not applicable to international payments whose value has been stipulated in gold francs." At the time of the passing of the law both the Minister of Finance and the Prime Minister (then M. Poincaré) emphasised the point that the devaluation of the franc did not affect any international contracts concluded on a gold basis.

This stipulation has been recognised as just by the International Court of the Hague, which, according to the "Ami du Peuple," declared that France was perfectly justified in her right to exclude foreign debtors from the benefit of the devaluation. This point of view was also upheld by judgments given at Buenos Aires, Alexandria and Geneva. It is being asked, therefore, why Tokyo should expect different treatment. The loan in question was issued in 1912, the French share being £4,000,000 of a total of £9,175,000.

PLANS FOR ATHEIST
INTERNATIONAL.

MARXIST ENCYCLOPAEDIA.

Fresh details are reported from Moscow as to the plans for organising an Atheist International. The leader of the movement for establishing it is said to be the Secretary of the Union of the Godless, Lukashchik, who for over a year now has been refused a visa to go to Germany.

The decision to establish the headquarters of the International abroad is actuated by the desire not to obstruct the Kremlin's part in it, although the propaganda is to be conducted largely by the Communist organisation. The International, which will probably be officially only a part of some already existing Communist cultural organisation in Germany, would be largely financed by the Union of the Godless, which would send one delegate for every 100 members, while the less numerous foreign organisations would send one per 1,000.

It is planned to increase atheist publications above all in German, French, and English, to organise religious exhibitions, and to publish an encyclopaedia of Marxist atheism in several languages.

According to the new Five Year Plan of the Union of the Godless for activity inside Soviet Russia, all churches are to be closed at the end of 1934. There are now 18 seminaries for atheist propaganda in Russia, and 10,000 atheist instructors are working in the Army and Navy. Since 1928, 14,000 of the 50,000 churches in the Soviet Union have been closed, while only 88 new places of worship have been built.

FLYING IN 1931.

(Continued from Page 6.)

are only 38 civil aerodromes and landing grounds and 12 seaplane stations and seaplane customs ports. It is true that in addition 85 municipalities have inspected sites for municipal aerodromes, but there is sometimes a long time between the selecting of a site and the establishment of an aerodrome.

A pressing need, as pressing as the need for more aerodromes, is the need for fewer regulations governing amateur flying. The private pilot must carry so many forms and registration certificates, numbers and licences, log books and ownership plates with him whenever he flies that the fact that his aeroplane is able to rise from the ground is a constant testimony to the excellence of British aircraft. Seven-eighths of the forms and licences which the pilot is forced to carry, nine-tenths of the formalities he must observe, and five-sixths of the regulations he must obey are unnecessary and harmful to private flying.

If the Air Ministry, instead of heaping up more regulations, endeavoured to reduce the number that there are already, it would be helping instead of hindering aviation.

In 1931 we shall fly faster, farther, more economically, and more safely. No doubt in time there will come a period when progress slows down; but in aviation that time is not yet, and at present there is no sign of its arrival.

STRANGE HATRED
OF DOCTORS.INQUEST STORY OF MAN'S
PREJUDICE.

NURSES AS "PUPPETS."

An extraordinary story of a man who preferred death to seeing a doctor thought nurses "puppets" and regarded health institutions as places of experiment rather than of cure, was told at an inquest at Croydon.

The man on whom the inquest was held was Francis James Crossley, aged 73, of Pollards Hill North, Norbury, a retired maker of engineering models, who died at his home at midnight on December 17. Clarence William Crossley, a brother said that on December 10 his brother fell and lost the use of his left arm and left leg. For a week they made him as comfortable as possible on the floor of the kitchen, and then he was carried to a couch in another room.

Explaining why a doctor was not called he said that his brother generally treated himself homoeopathically and had said he would sooner die than allow a doctor near him.

The Coroner: Did you not think it would be better to have one?

"No," was the reply. "My brother did not believe in doctors and I don't. A doctor would have been called in had my brother asked, but in that case I should have had doubts about my brother's mind."

"Decorated Puppets."

"Would it not" asked the Coroner, "have been better had a nurse been provided?"

"Well," said the witness, "my brother abominated nurses as much as doctors, and would have refused one. He looked upon nurses as decorated puppets, or something of that sort."

"What about an institution or hospital?" queried the Coroner.

"He said," was the reply, "that at his age they took people into institutions, not to cure them, but more likely to experiment on them." The Coroner: What is your objection to doctors?—That they are all humbugs.

Elizabeth Amelia Crossley, a sister, was asked if she shared her brother's disbelief in doctors, and she said: "Yes, very much, and more."

"It runs in the family, then," said the Coroner.

Foreman's Statement.

Medical evidence was to the effect that death was due to cerebral hemorrhage, and that no medical or nursing attention would have saved or prolonged the man's life.

After returning a verdict of "Death from natural causes," the foreman of the jury added: "We desire to express the opinion that the deceased was badly neglected, and if it is within your province to censure Mr. and Miss Crossley, we should like you to do so."

The coroner, however declined to associate himself with the proposal, and it was withdrawn.

The relatives, said the coroner, had to contend with the dead man's strong prejudices, and the fact that had a doctor or nurse been called it would probably have had a bad effect upon him.

LIFE IN TEST TUBE
EXPLAINED.DR. CRILE DESCRIBES
HIS EXPERIMENTS.

Reports from Cleveland that Dr. George W. Crile had created life in a test tube were explained by that scientist addressing the American Association for the Advancement of Science.

Dr. Crile declared that researches had been undertaken in quest of a physical principle to account for the conversion of normal cells into cancer cells, or cells the energy of which is used only for growth.

Working on the principle that a fertilised egg contained elements electrically both positive and negative, he argued that if substances forming a living cell were combined properly in electrical solution they would organise themselves into a unit which would present a cell-like form without the usual union of male and female elements.

Dr. Crile took various cells, separating their fats, proteins, and acids, and then tried to reunite them in an electrolyte solution. Under the microscope the component parts of brain cells united and grew like living things, dividing sometimes by buds and sometimes by splitting, and continued to grow by feeding for two and a half months.

Other body cells, however, failed to respond and artificial respiration did not work with all brain cells, falling in the case of dogs which had died of distemper, and rabbits which had died of exhaustion.

Ultra-violet radiation killed rejuvenation power, causing Dr. Crile to observe "the lethal effect of radiation must be exerted on the lipid elements of cancer cells."

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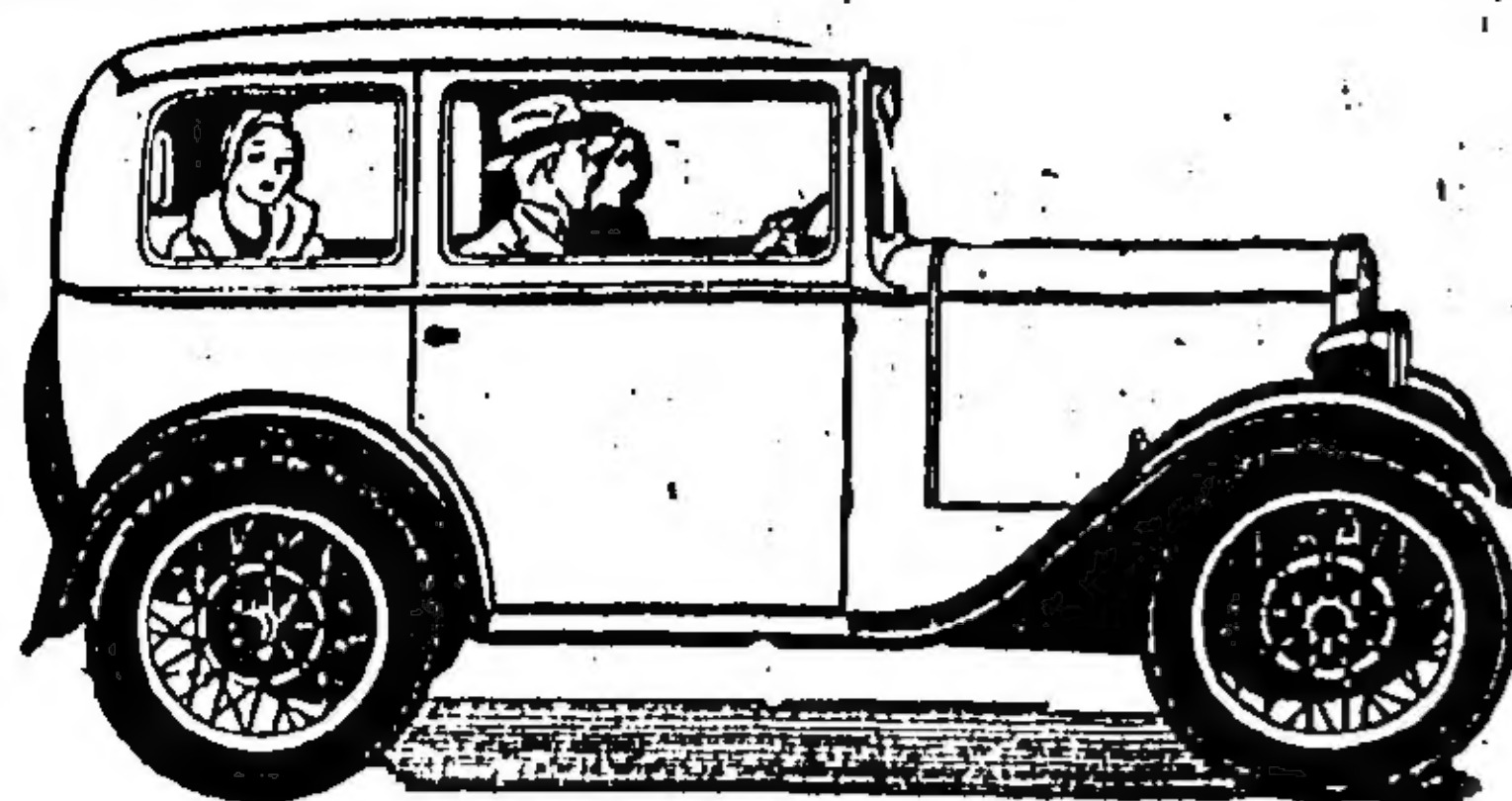
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LOCAL RADIO.

BOXING MATCH TO BE DESCRIBED.

To-day's radio programme to be broadcast by Z. B. W. on a wave-length of 855 metres:
4.00-7.00 p.m. Chinese Programme.
7.00-10.15 p.m. European Programme of Victor Records kindly supplied by Messrs. Taang Fook Piano Co.

6.00-7.25 p.m.
Wand of Youth Suite (Elgar).
London Symphony Orch. 9470-9472.
7.25-8.25 p.m. Variety.
Song-Broken Hearted.

Alleen Stanley (Soprano). 20825.
Song-Who Are You Fooling To-night?
Vaughn De Leath (Contralto). 20825.
Humorous Song-The King of Borneo.
Humorous Song-The Road to Vicksburg.

Frank Crumit. 21899.
Instrumental Trio-Fun At The Fair.
Instrumental Trio-O'Brien's Wedding.
Ed. Georgehan's Emerald Trio. 20762.
Song-Exactly Like You.
Song-On The Sunny Side Of The Street.

Gracie Hayes. 22423.
Humorous Song-Sweetheart of All My Dreams.
Humorous Song-All By Yourself in The Moonlight.

Johnny Marvin. 21851.
Bangs Solo-You Don't Like It-Not Much.

Eddie Peabody. 20839.
Band-Sunshine Blue Band. 20781.
Singing with Guitar-Yodeling Cowboy.
Singing with Guitar-Blue Yodel.

Jimmie Rogers. 22271.
Song-You Darlin'.
Song-I'm Yours.

Johnny Marvin. 22555.
7.22-9.07 p.m. Concert Items.
9.00 p.m. Weather Report, Local Time, etc.

Orchestral-Rendez Vous-Intermezzo (Aletier).
Orchestral-La Carline-Mazurka.

Victor Salon Orchestra. 20430.
Song-Tosca-Love and Music (Puccini).

Maria Jeritza (Soprano). 1346.
Violin and Cymbal Duet-The Broken Violin (Piaola).

Bela Schaffer and Feri Sarkosi. 20749.
Peculiar Solo-Song Of The Nightingale (Fillinsky).

Clement Barone. 20426.
Harp Solo-Autumn (John Thomas).

Francis J. Lapittino. 20420.
Orchestral-A Little Love, A Little Kiss (Ross-Silvest).

Victor Salon Orch.
Orchestral-Extremity (Ponce).

Victor Salon Orch. 20270.
Song-Your Song From Paradise (Brookton and Barlow Brown).

Song-Zambonini (Dyer and Cator).
Reinold Wernich. 1369.

Violin Solo-The Bee b. Waltz In D Flat (Chopin).

Violin Solo-Cavrice (Ogarew).
Alexander Schmidt. 20614.

9.07-9.15 p.m.
Minstrel Show of 1929.

Victor Minstrels. 35901.
9.15-10.15 p.m. Dance Programme.

Fox Trot-Huggable Kissable You. 21083.

Fox Trot-Every Moon's A Honey Moon.

Fox Trot-A Room With A View. 21801.

Fox Trot-Dancer Little Lady.

Fox Trot-Caribbean Love Song. 22363.

Waltz-My Lovely Heart.

Fox Trot-The Riff Song. 20373.

Fox Trot-One Alone.

Fox Trot-At Sendown. 0476.

Fox Trot-Hill Of The Ae Long As I'm With You.

Rhoda-Someday Sweetheart. 20405.

Blues-Original Jelly Roll.

Fox Trot-Have A Little Faith In Me. 22272.

Fox Trot-Cryin' For The Carolines.

Fox Trot-Honey. 21869.

Waltz-My Sweetheart. 20716.

Waltz-C'est Vous.

10.15 p.m. (Approx.). The Boxing Match relayed from the City Hall.

Close Down.

SUNDAY'S PROGRAMME.
To-morrow's radio programme to be broadcast by Z. B. W. on a wave-length of 855 metres.

11.00 a.m. St. John's Cathedral Relay.

12.00 a.m. Chinese Programme.

1.30 p.m. Weather Report, Local Time, etc.

2.00 p.m. Close Down.

8.10 p.m. European Programme of H. M. V. and Victor Records kindly supplied by Messrs. S. Moutrie and Co.

8.45 p.m. Orchestral.

Concerto Grosso (Ernst Bloch).
Fugue.

Philadelphia Chamber String Simfonietta. 9596-9598.

Arioso (Bach).
Philadelphia Chamber String Simfonietta. 9598.

Pomp and Circumstance March (Elgar).

London Symphony Orchestra. 1301.

8.45-9.33 p.m. A Concert.

9.00 p.m. Weather Report, Local News, etc.

Chorus-How Lovely Is Thy Dwelling Place (Brahms).

Choir of The Temple Church London. 3453.

Song-The Lost Chord (Sullivan).

Song-Ombra Mai Fu (Handel).

Essie Ackland (Contralto). 1599.

Instrumental Sextet-Valse Tristo (Sibelius).

Instrumental Sextet-A Celtic Lament (Foulds).

Victor Olof Sextet. 1578.

Chorus-Abide With Me (Monk).

Chorus-Ten Thousand Times Ten Thousand (Dyke).

Choir of St. Margaret's Westminster. 3491.

Piano Solo-Le Petit Ave Blanc (Ibert).

Piano Solo-Rococo (Palmgren).

Benny Molinivitch. 492.

Song-Murmuring Breezes (Adolf Jensen).

Song-Angela Guard Thee (Jocelyn Godard).

Leonard Gowing (Tenor). 1444.

9.55-10 p.m. Organ Solos.

The Swan (Saint-Saens).

Prelude in E Flat (Saint-Saens).

Marcel Dupre. 518.

Scherzo (Grieg).

Bourree (Handel).

ILLUMINATED BULLET.

SPORTSMEN NOW ABLE TO "SEE THEIR ERRORS."

The illuminated sporting cartridge, technically known as the "tracer," is the latest British product relating to the science of ballistics.

The "tracer" cartridge is not new to Service ammunition. It was introduced during the European War, and used by the Royal Air Force, and by riflemen and machine gunners. There were also, of course, flaming shells—A.Z.s.

In the base of the bullet was a phosphorescent composition which was ignited by propellant gases. It was the use made of this illuminating device, in peace, which originated the idea to its use for sporting guns.

The behaviour of the pellets in a shot gun charge could not be quite so easily demonstrated as in a Service bullet, but the difficulties have been overcome, and sportsmen may now see their errors and be better able to correct them.

The new cartridge carries in the centre of a shot charge a small tracer pellet, which is ignited by the discharge of the powder charge, and burns brightly for a distance of 75 yards from the muzzle of the gun. The illuminated pellet travels that range, more or less, in the middle of the cone of pellets. Hence the star pellet has traced out the trajectory of the charge.

The use of this tracer pellet in actual game shooting is, of course, not to be suggested. In shooting schools and with clay birds, it may be really useful.

EASTERN CRUISE.

LUXURIOUS YACHT MAY COME THIS WAY.

An American yacht, the *Iolanda*, arrived at Calcutta recently from Rangoon. It is said that she was built for Princess *Iolanda* of Italy, by an American multi-millionaire, though the Italian Princess never sailed in her.

The *Iolanda* is now owned by Mrs. Moses Taylor, of New York, and has on board ten passengers, who are visiting the East on a pleasure cruise.

Mrs. Taylor, who is the owner of a large estate on Rhode Island (N.Y.), as well as a villa in Morocco, joined the *Iolanda* with her friends early last November at Monte Carlo, sailing to Naples, thence to Port Said, where they left the ship for Cairo and the tombs of Luxor. They rejoined the vessel at Alexandria, sailing for Suez, Aden, Colombo, Rangoon, then Calcutta.

The *Iolanda* is considered to be the finest ship of her class afloat and carries an all-British crew, numbering 66. She is equipped with oil-driven engines, having a cruising speed of 15 knots, three of the most modern motor hatches, the highest powered wireless set, Sperry self-steering machinery and magnificent passenger accommodation.

PILOTS' GRIEVANCE.

SERVICES REFUSED BY "FOREIGN VESSELS."

The immunity of foreign vessels from engaging pilots in the navigation of the English waterways was referred to at the annual dinner of the Tugmen's Guild, in London recently.

Mr. G. R. Fone, a Thames waterman, and a tugboat skipper for more than sixty years, referred to the position whereby foreign vessels could enter English ports without employing a waterman, while no British or other foreign vessel might enter a Continental port without employing a pilot, and, even if a pilot was not available, pilotage dues had to be paid.

"The action of these foreigners in refusing the services of a Thames waterman as pilot," added Mr. Fone, "is depriving Englishmen of a living. It is a disgrace to our nation."

EXCHANGE RATES.

	Previous Day.	Yesterday.
Paris	123.90%	123.90%
Geneva	25.14%	25.15%
Berlin	20.42%	20.43%
Oslo	18.16%	18.16%
Helsingfors	18.16%	18.16%
Athens	37%	37%
Buenos Aires	34%	34%
Shanghai	1/2%	1/2%
New York	4.85%	4.85/1/2%
Amsterdam	12.09%	12.10%
Stockholm	18.14%	18.14%
Vienna	34.56%	34.56%
Madrid	46.15%	46.15%
Barcelona	37%	37%
Montevideo	33%	33%
Hongkong	11%	11%
Brussels	34.82%	34.82%
Milan	92.80%	92.80%
Copenhagen	18.16%	18.16%
Prague	104%	104%
Lisbon	108.25%	108.25%
Rio	1/5%	1/5%
Bombay	1/5%	1/5%
Yokohama	2/0.18/82	2/0.18/82
Silver (spot)	12%	12%
" (forward)	12.18/16	12.17/16

G. D. Cunningham. 1050.
March On A Theme Of Handel.
Gulliver.
The Pilgrim's Song Of Hope.
Arthur Meale. 1277.
10.00 p.m. Close Down.

BOXING

CITY HALL (TO-NIGHT)

Saturday, 7th February, 1931
at 9.15 p.m.

MAIN EVENT

Middle-Weight Championship of the Colony.

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Imperial Services Middle-Weight
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Middle-Weight Champion,
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Booking at Moutrie's—
For Members of the Hongkong Boxing Association on WEDNESDAY, 4th and THURSDAY, 5th February.
General Public: FRIDAY, 6th and SATURDAY, 7th February.
Rings de Seats \$5.50, others \$3.50 & \$1.10
Including Amusement Tax.

INTERPORT SOCCER.

HONGKONG CHINESE TEAM SELECTED.

The following have been selected to represent the Chinese in the match against Shanghai on February 21, which is one of the series in the interport programme:

Pau Ka-ping (South China); Tam Kong-pak and Li Tin-sang (South China); Leung Yin-chun (South China); Wong Shiu-wa and Lam Yuk-ying (Athletic); Chan Kwong-ku and Suen Kam-shun (Athletic); Fung King-cheung, Lee Wai-tong and Ip Pak-wa.

A friendly match, which will include Chinese and Portuguese "star" players, has been arranged to take place during the visit of the Shanghai Interport. The match will be played on Wednesday, February 25, at Caroline Hill, kick-off at 4.30 p.m. A team of Combined Portuguese will play Combined Chinese, the following being the probabilities:

Combined Chinese:—Chan Shek-pui (Athletic); Leung Yuk-tong (Athletic); Li Tin-sang (South China); Leung Yin-chun (South China); Won Shui-wa (Athletic); Lam Yuk-ying (Athletic); Chan Kwong-ku (Athletic); Suen Kam-shun (Athletic); Fung King-cheung (South China); Lee Wai-tong (South China); Ip Pak-wa (South China). Reserves to be drawn from the two Clubs.

Combined Portuguese (including reserves):—A. Collaco, A. Costa and J. Gutierrez (Shanghai); A. Collaco and L. Bardarac (Macau); A. V. Gosano, B. Gosano, L. Rocha, P. Xavier, R. Silva-Netto, N. Beltrao, S. Souza and A. Ward (Club de Recreio).

HOCKEY.

CLUB FIRST ELEVEN FOR WEDNESDAY.

The following will represent the Club 1st XI. v. H.M.S. Medway, at U. S. C. ground on Wednesday, the 11th, at 5 p.m. prompt:

C. L. Gregory, J. Rodger, A. R. Botelho, L. G. Frost, A. A. Dand, J. E. Noronha, T. J. Price, R. H. D. Wade, R. W. Skipp, C. C. Francis, D. B. Evans.

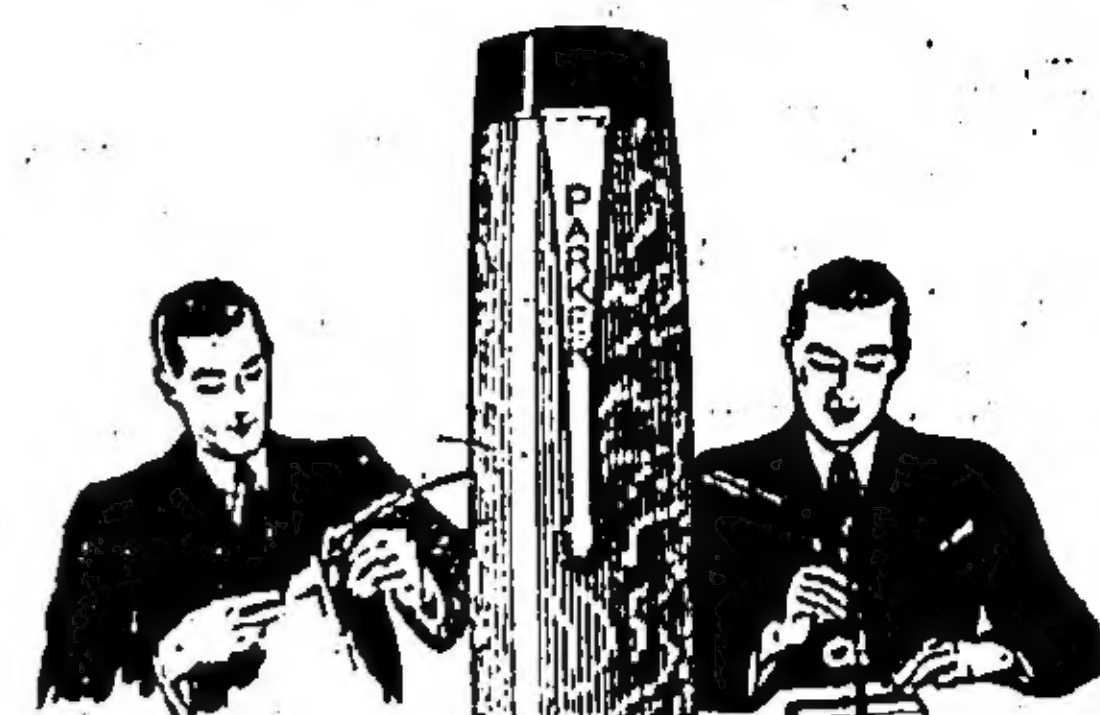
CIVIL SERVICE TENNIS.

The usual monthly mixed doubles tennis tournament will be held at the Civil Service Cricket Club tomorrow, February 8th. Members wishing to take part are requested to attend at 2.30 p.m.



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MR. CLYNES'S CAR CHASED.

POLICE STOP HIM AND TAKE
HIS NUMBER.

London, Jan. 5.
Mr. J. R. Clynes, Home Secretary, and head of the country's police forces, was motoring to Brighton on Saturday when his car:

Collided with a "baby" car;
Was chased by a Rolls-Royce car for several miles;
Had its index number taken;

Was held up by a constable near Crawley.

Mr. Clynes, describing his adventure to a *New Chronicle* representative last night, said: "I was motoring to Brighton with my wife and sister, Mrs. Parker. We were, I think, somewhere on the London side of Crawley, where the mist was quite thick, when the accident occurred.

"Just as my chauffeur was passing a small car a lorry appeared through the mist, travelling towards us. My chauffeur was forced to edge in towards the near side of the road, and there was apparently a very slight collision between us and the small car.

"It was so slight that no one in my car realised that a collision occurred, and we went on. The paintwork on my car was not even scratched.

"It appears that the driver of the small car stopped and another motorist, who was behind, seemed to have thought that we, too, should have stopped.

"He must have followed us, passed us and given information to the first police officer he saw. Near the outskirts of Crawley we were stopped by a constable, who after taking particulars of the accident, allowed us to proceed."

Constable's Courtesy.

"He did not know who I was, but he was perfectly courteous to my chauffeur. I believe he was later told that I was in the car.

"I was much impressed by the courtesy of the constable and also the efficient manner in which he dealt with the information he received from the other motorist. The incident also showed how public-spirited motorists can assist the police to deal with happenings on the road when no policeman is present.

"I certainly do not mind being stopped. Both the officer and the motorist who gave information to him were only doing their duty."

Mr. Clynes added that the constable was not a member of the new mobile police and appeared to be on his ordinary beat.

FEWER RAILWAY "SPECIALS."

AEROPLANES TO SAVE
TIME.

The "special" train, believed of novelists of 20 years ago, and at one time the fastest means of getting from place to place, is no longer in great demand.

The air "taxi" and the modern motor-car have combined to save time on long journeys, and the saving of time was almost invariably the sole justification for the "special."

Before modern transport had reached the stage of really high speed the train was the fastest vehicle in the world and the Harlequin street specialist with a distant urgent case, the business man with a big deal to carry out, the landowner taking a party for a shooting week-end, and others who wanted to get from place to place as quickly as possible, all turned to the railway companies to carry them.

Representatives of the railway companies state that there has been practically no demand of late for the private "special." Special newspaper trains, travelling post offices, beef "specials" from Norfolk, turkey "specials" from Norfolk, circus "specials" from Norfolk, all were being more marketing demanded rapid and cheap transport.

The charge for a "special" is the same on all railways—10s. a mile, single journey; 15s. a mile, double journey; with a minimum charge of £6, plus first-class fare for every passenger with a minimum of eight.

Companies' Views.

Statements from representatives of the different railways are as follows:

Southern—In these days of fast motor-cars, aeroplanes and better ordinary train services, the need for the special train does not arise so frequently.

London, Midland and Scottish—One of the principal reasons for the falling off in demand for "specials" is the fact that the ordinary train services are more frequent than they used to be.

London and North-Eastern—While we still get an occasional order for a special train the demand has fallen. The King and Queen, of course, still have their "special," and we occasionally arrange special trains for parties. Occasionally wealthy foreign visitors like to be able to say that they chartered a special train. We can marshal a "special" to order in less than a quarter of an hour.

Great Western—The habit of ordering a special has dropped out a good deal. There are occasional



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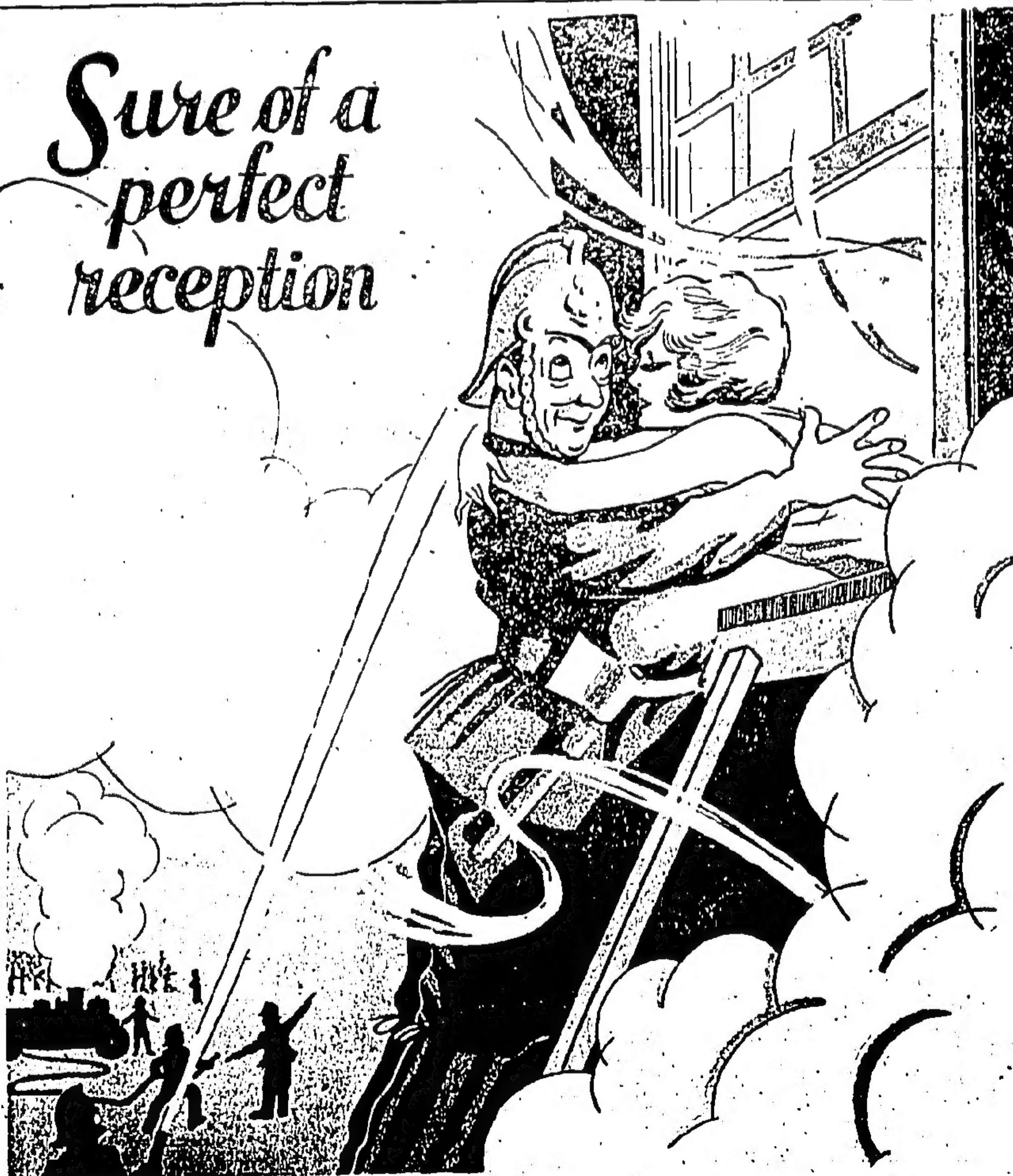
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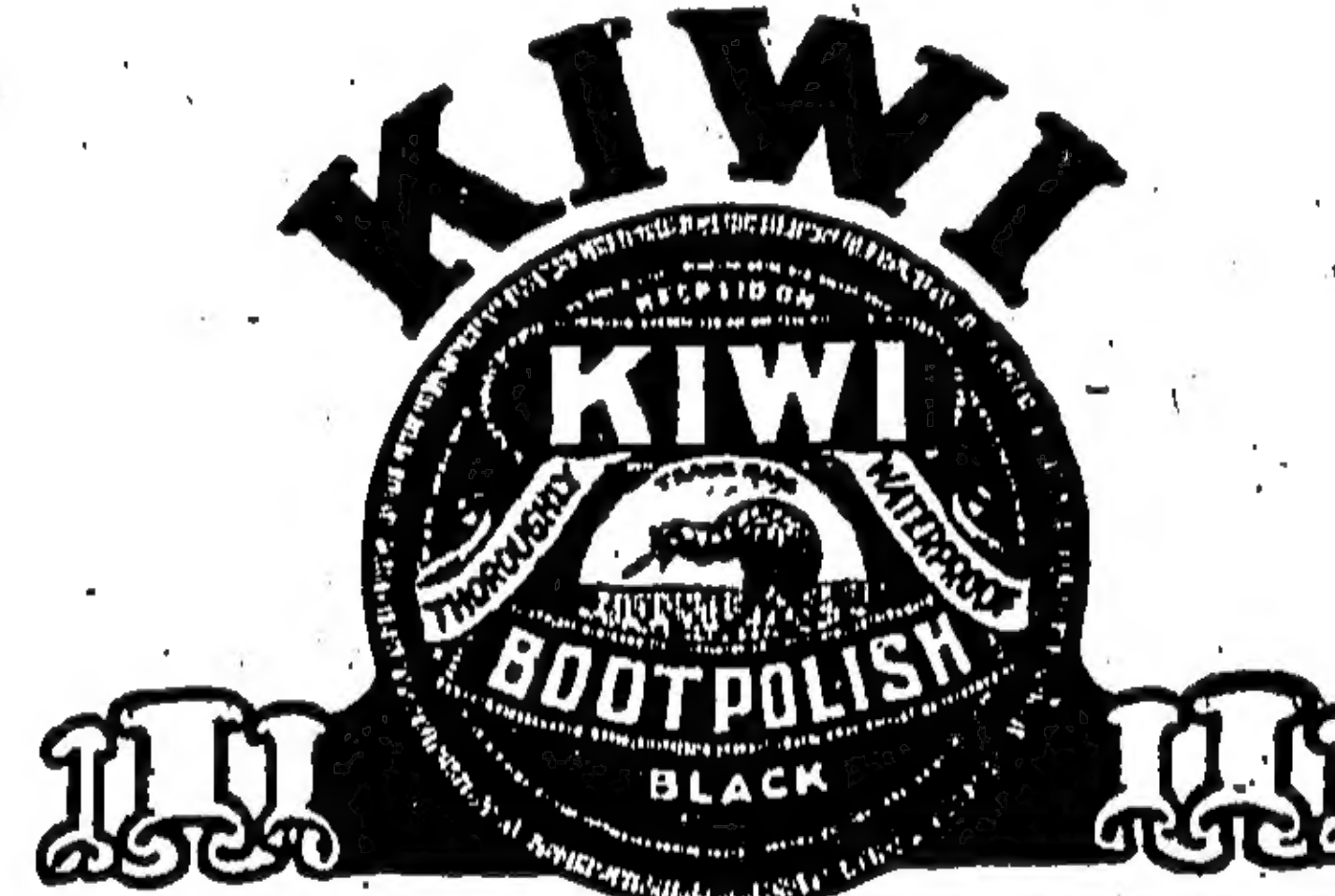
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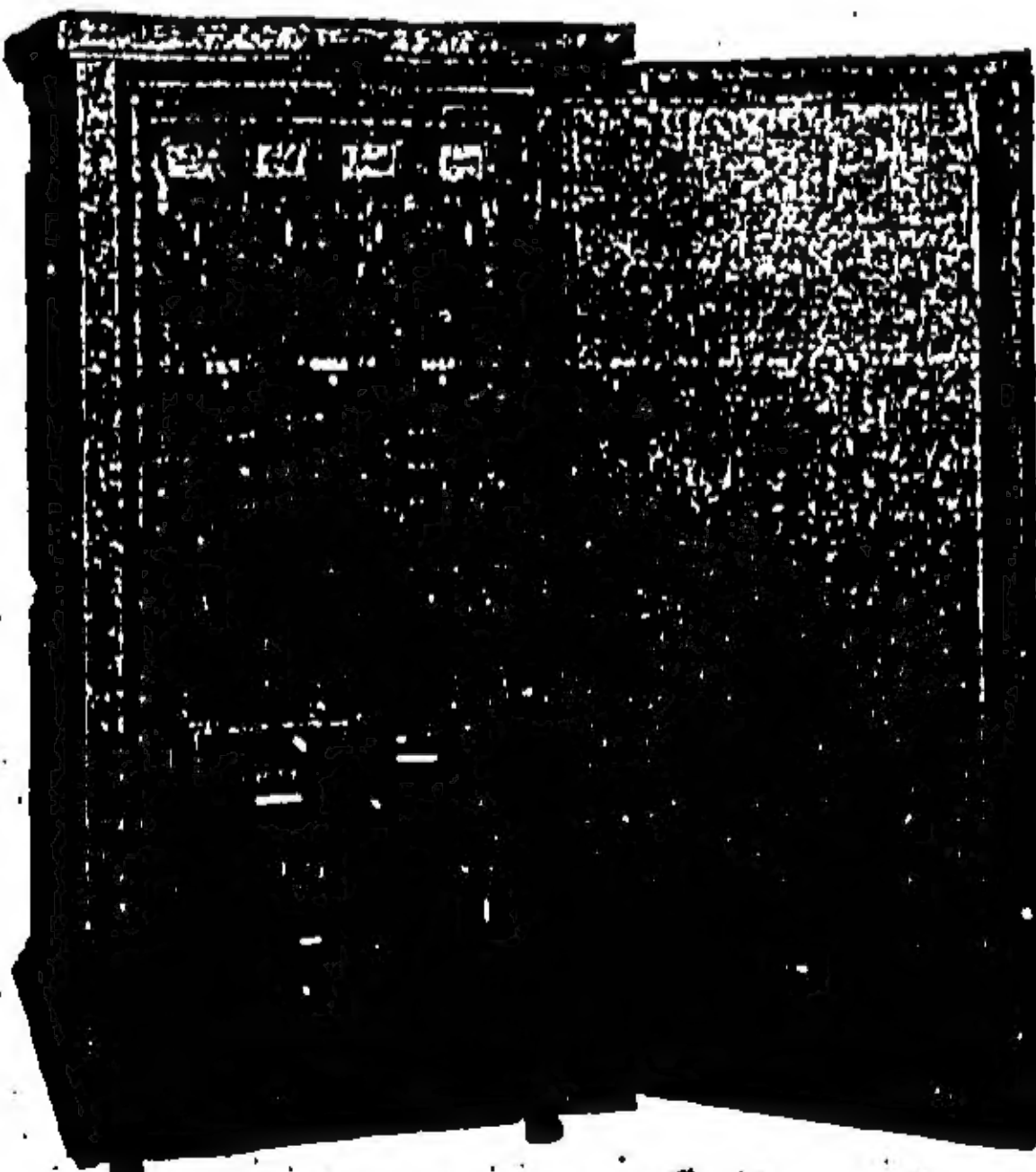
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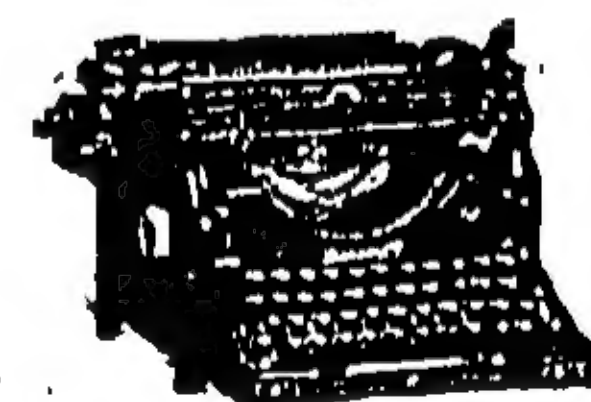


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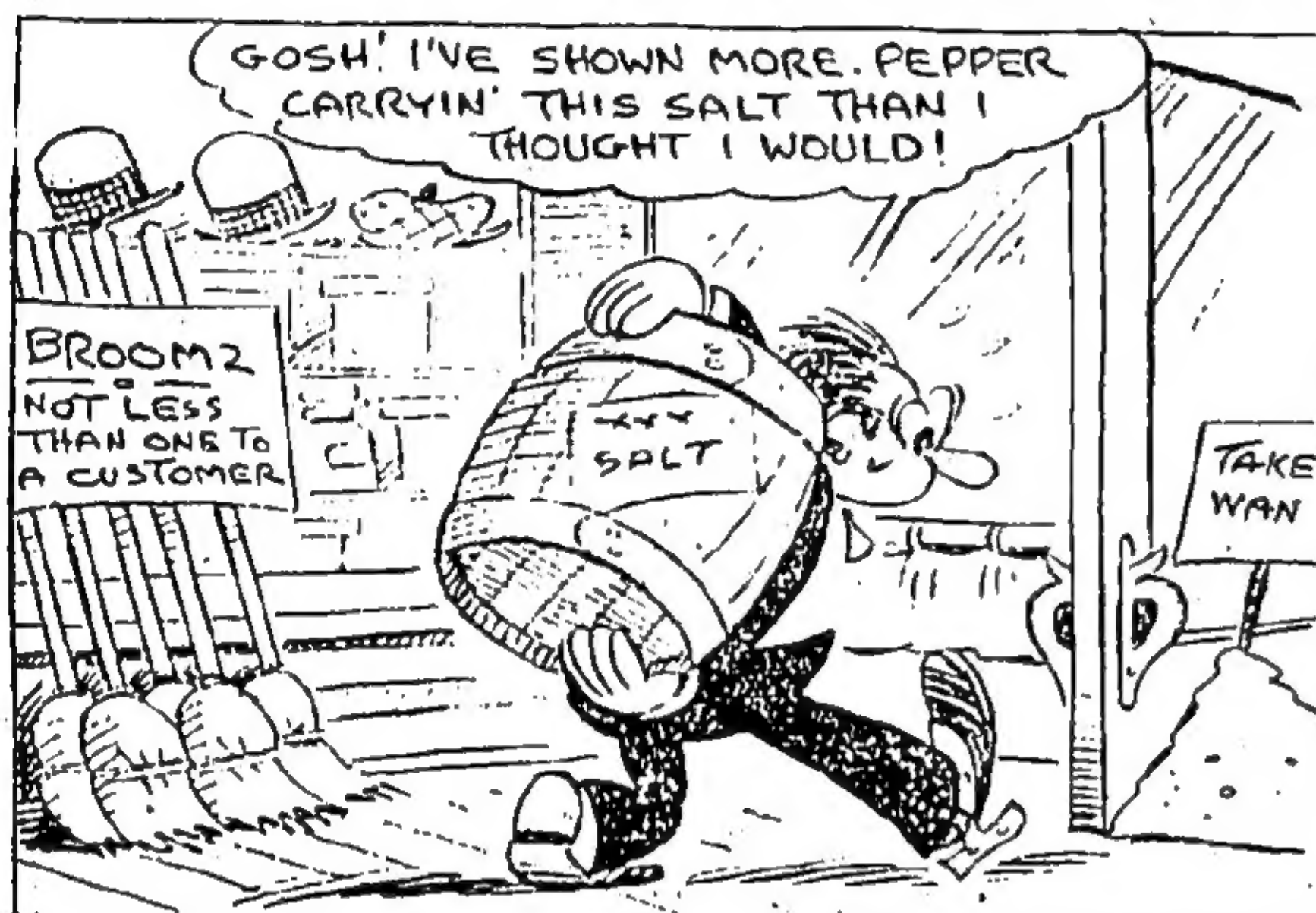
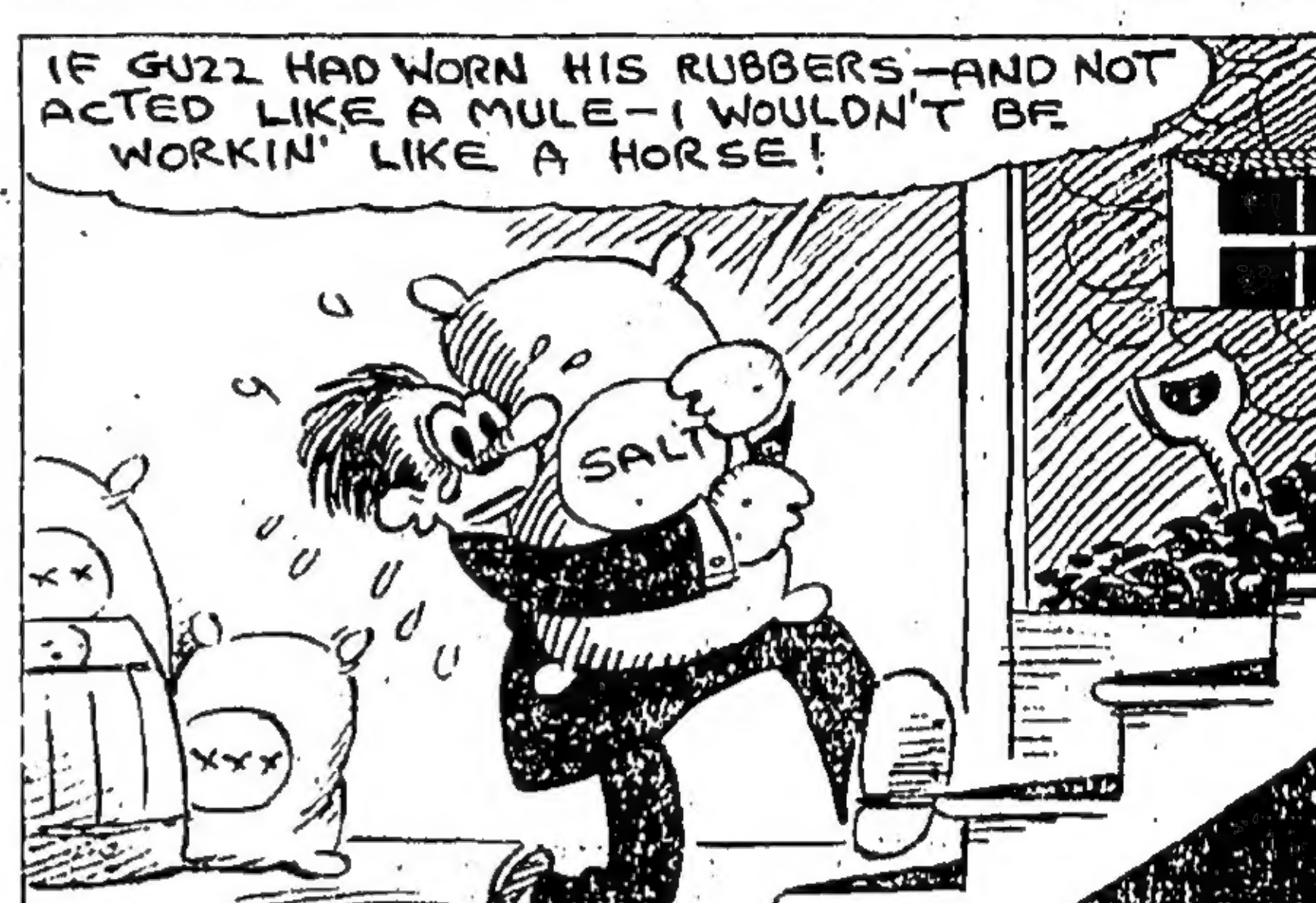
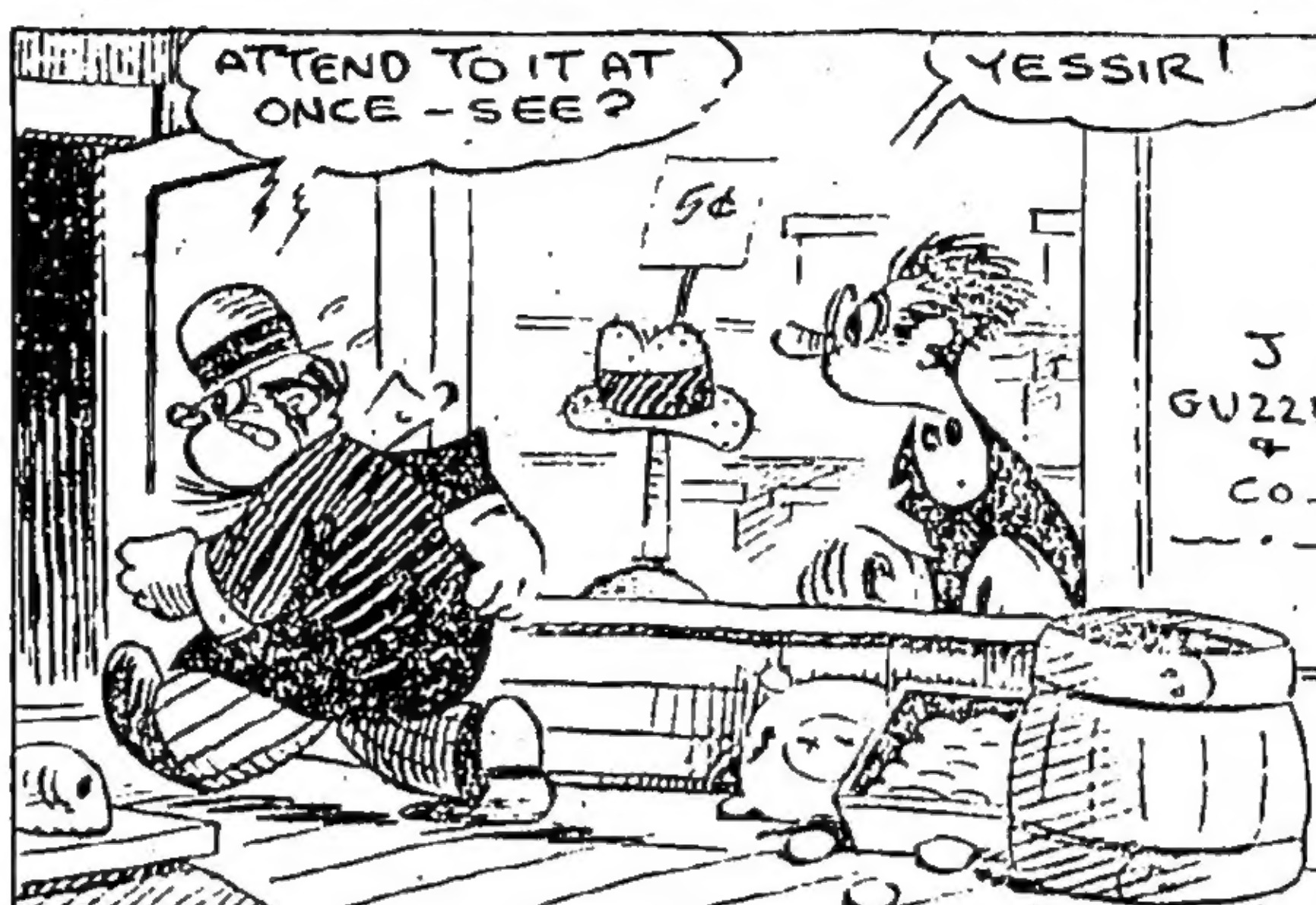
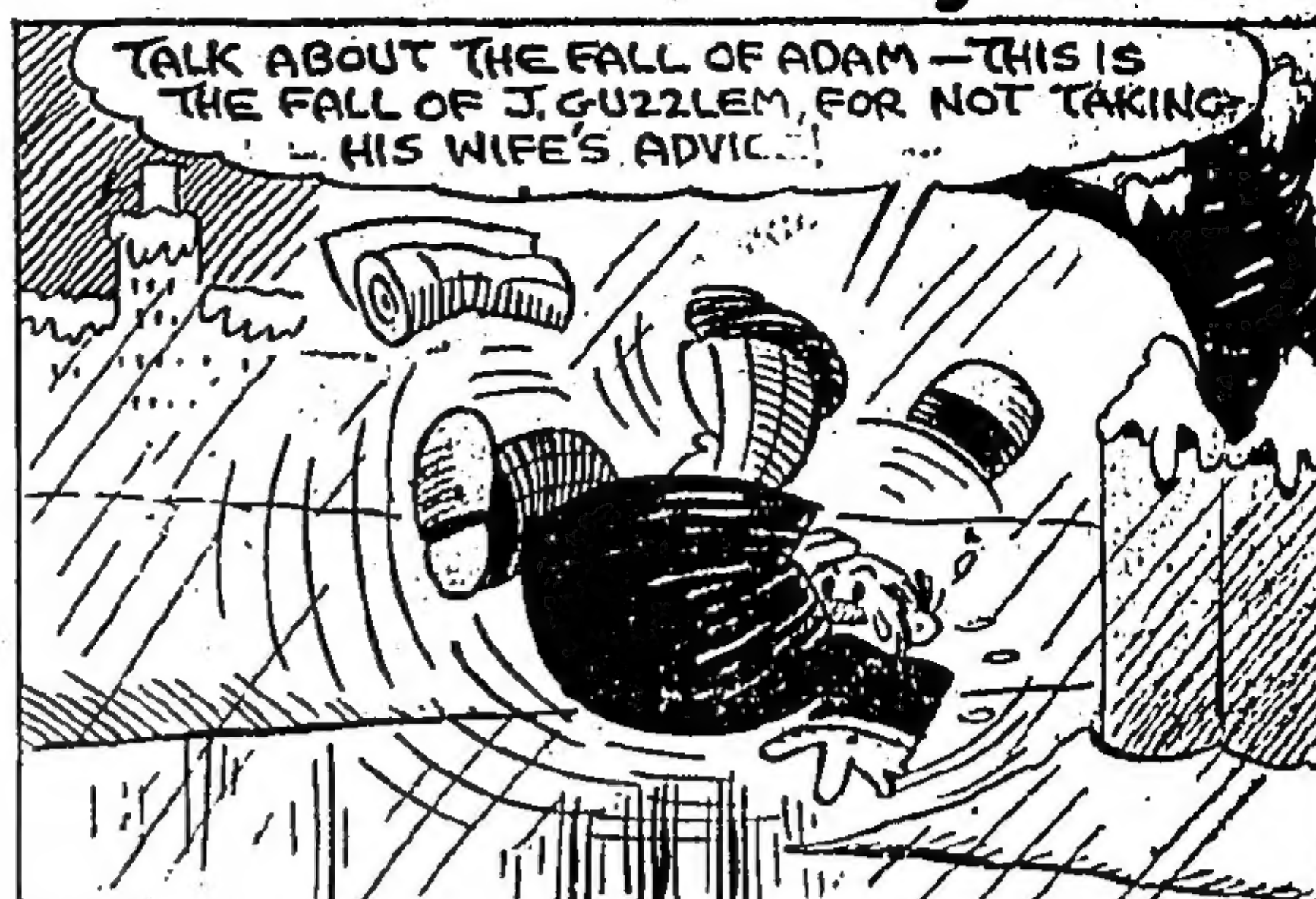
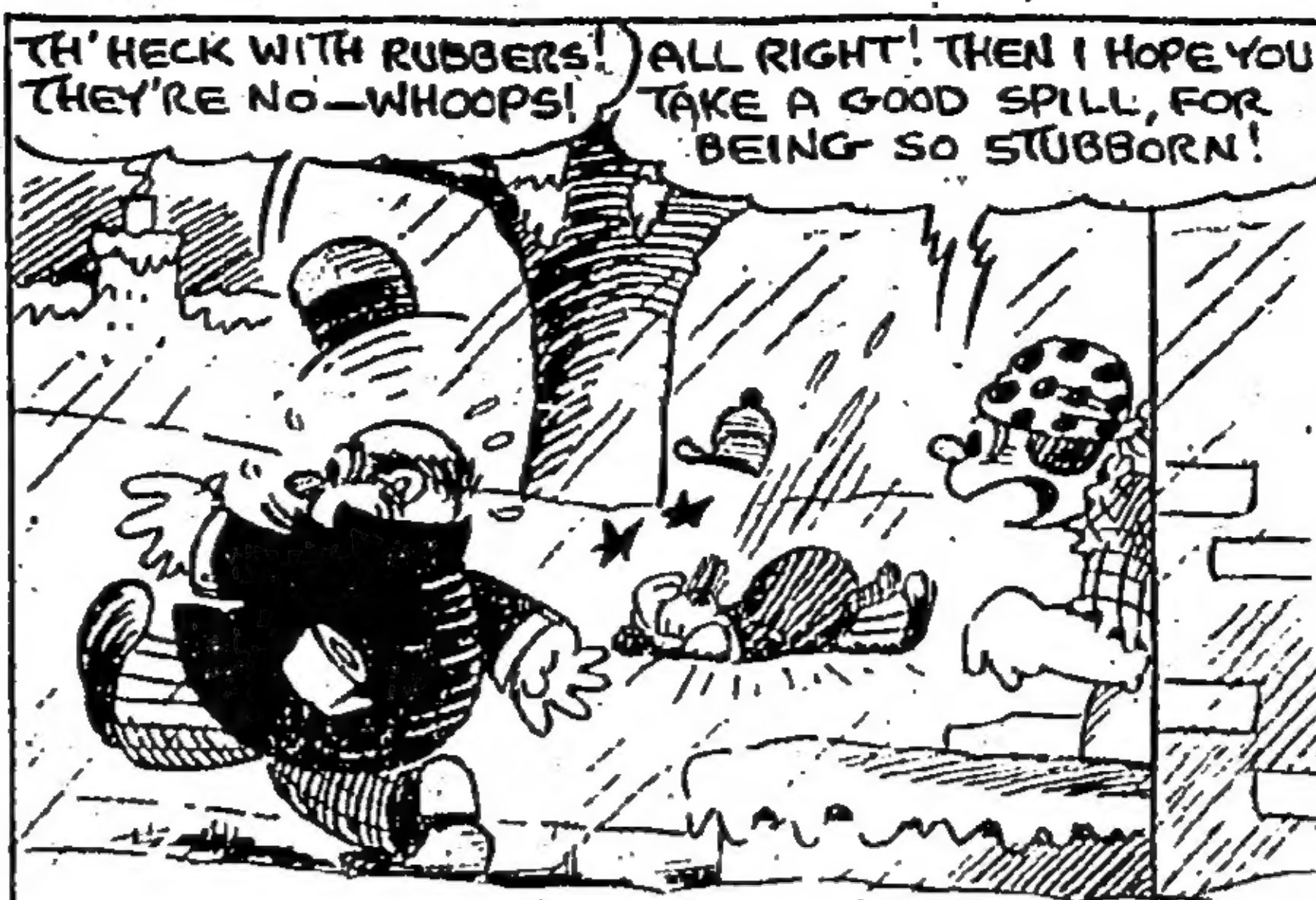
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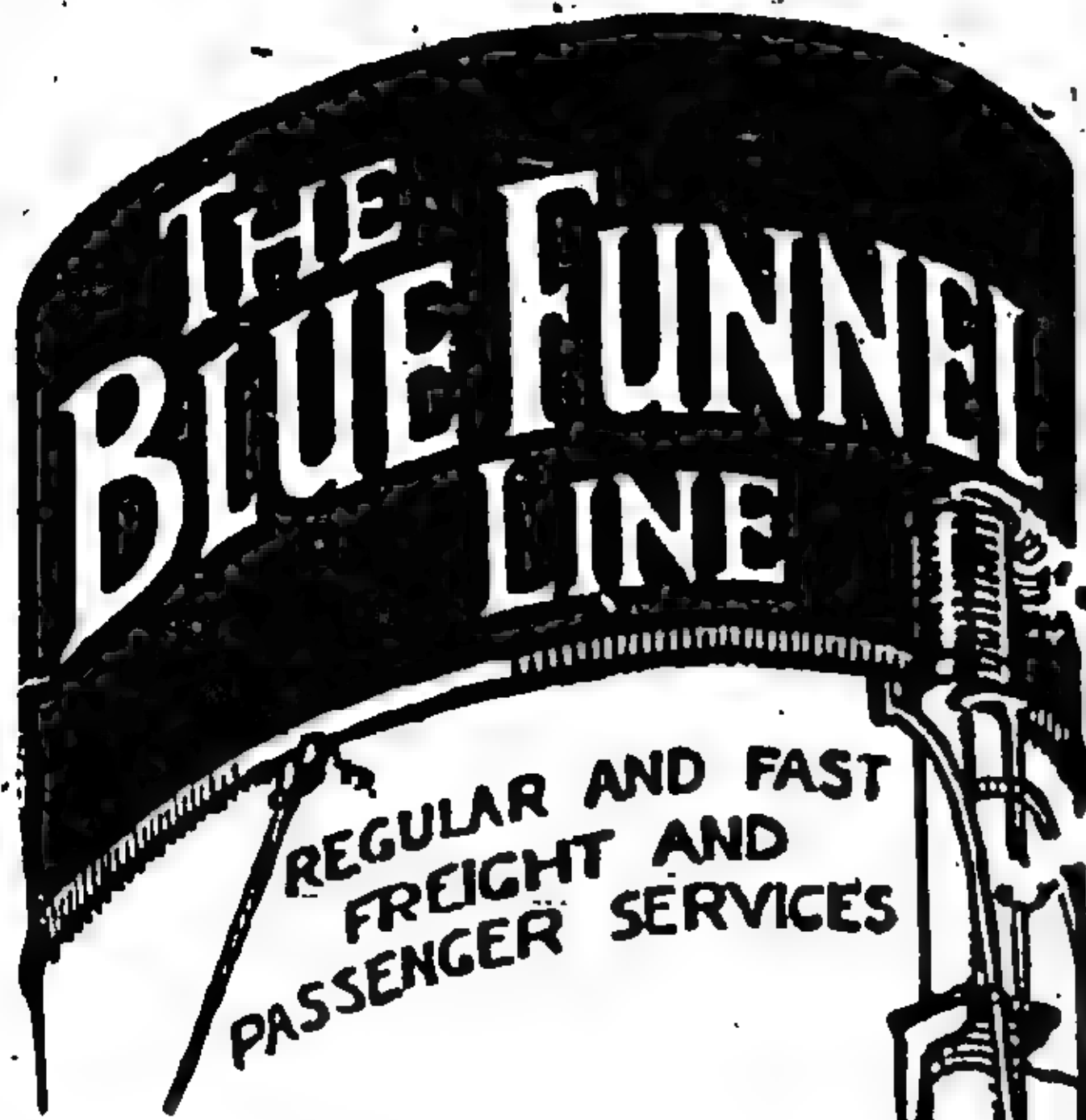
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KUMAEUS 14th Feb. For Sh'hai, Moji, Kobe & Yokohama

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Heian Maru ... Tuesday, 24th Feb.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.
Kashima Maru ... Saturday, 7th Feb.
Yasukuni Maru ... Saturday, 21st Feb.
SYDNEY & MELBOURNE via Manila & Port.
Kitano Maru ... Thursday, 19th Feb.
BOMBAY via Singapore, Penang & Colombo.
Iyo Maru ... Tuesday, 10th Feb.
Tokai Maru ... Friday, 27th Feb.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
Heiyo Maru ... Thursday, 5th Mar.
SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Port.
Kawachi Maru ... Wednesday, 25th Feb.
NEW YORK, BOSTON via Panama.
Atago Maru ... Wednesday, 11th Feb.
Takotoyo Maru ... Sunday, 1st Mar.
LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.
Dagala Maru ... Sunday, 15th Feb.
CALCUTTA via Singapore, Penang & Rangoon.
Nagato Maru ... Sunday, 8th Feb.
Bengal Maru ... Sunday, 15th Feb.
SHANGHAI, KOBE & YOKOHAMA.
Suwa Maru ... Saturday, 7th Feb.
Tsuruga Maru ... Friday, 13th Feb.
Atsuta Maru (Nagasaki Direct) Thurs, 19th Feb.
Fushimi Maru ... Saturday, 21st Feb.
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TO SINGAPORE, PENANG & CALCUTTA	Yunsang Kumsang Suisang	Satur. 14th Feb at 3 p.m. Tues. 3rd Mar at 3 p.m. Mon. 9th Mar at 3 p.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Suisang	Wed. 18th Feb at 7 a.m.
TO OSAKA via AMOY & KOBE	Hosang Kutsang	Tues. 3rd Mar at 7 a.m. Tues. 17th Mar at 7 a.m.
TO SANDAKAN	Mausang Hinsang	Satur. 14th Feb at noon. Satur. 21st Feb at noon.
TO TIENTSIN via SWATOW & FOOCHOW	Cheongshing	Tues. 17th Feb at 7 a.m.

For freight or passage apply to—

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General Managers

THE KWANGSI REDS.

DEFEAT OF THE BAND LED BY LI MING-SHUI.

Canton, Feb. 6.
Colonel Tong Fei, of the 3rd Independent Regiment attached to the 8th Route Army, has telegraphically confirmed the report of his troops coming into contact with the Communist-bandits under Li Ming-shui last Wednesday, on the Kwangtung-Hunan border.

The wire says that 4,000 Reds who had surrounded Linhsien for several days withdrew on the 2nd to Ngam Chen Hu, on the southern Hunan border, upon learning of the arrival of Government troops, who succeeded in following them up on the 3rd. Under pressure, the bandits were compelled to yield ground and retreated to Yenkw and Mul-fah-hu, where they attempted to make a stand.

The troops launched a fierce attack on the outlaws, who offered stubborn resistance. Many charges were made by the regulars, and after a five hour battle, several hundred bandits, including one bandit colonel and two majors, were killed. In addition, a machine-gun, two field pieces and hundreds of rifles were captured by the Government troops, who however, suffered 100 casualties, in view of the severe engagement.

This is regarded as a final blow to the Communist-bandits under Li Ming-shui, the majority of whom were rounded up, the rest having individually dispersed to the neighbouring villages, concludes the wire.—Canton News Agency.

GANDHI WORRIED.

DOUBTS IF FREEDOM HAS FOLLOWED CONFERENCE.

London, Feb. 6.
The News Chronicle publishes a cablegram from Gandhi at Allahabad in which he declares:—

"I am unable to pronounce a final opinion on the Round Table Conference, but what worries me is the look of things here. If the conference really offered freedom to India, the reaction should have been felt here. On the contrary however, I find that the black repression continues unabated.

"Unprovoked assaults on innocent citizens still continue, and respectable people are being summarily, and without apparent reason, deprived of their immovable and movable property by mere executive action. A procession of women were forcibly dispersed and they were seized by the hair and kicked with boots.

"A continuance of such repression would make the Congress co-operation impossible, even if other difficulties were overcome."—Reuter.

Statement by Delegates.

Bombay, Feb. 6.
A statement signed by 26 Indian States and British Indian delegates to the Round Table Conference, who arrived today, says that Sir Tej Sapru, Mr. Jayakar and Mr. Sastry will see Gandhi as early as possible.

It hopes that Congress leaders and others will make a solid contribution to completion of the present skeleton scheme.—Reuter.

CONGRATULATIONS TO VICE-CHANCELLOR.

UNIVERSITY HONOURS SIR WILLIAM HORNELL.

There was a large and happy gathering in the Great Hall of the University yesterday afternoon, when a tea party was given by the University Union in honour of the Vice-Chancellor, Sir William Hornell, in connexion with the Knight-hood bestowed upon him by His Majesty, the King. Those present included His Excellency, Major General J. W. Sandilands, who was accompanied by Capt. Cameron.

During the course of the party, selections were rendered by the band of St. Louis Industrial School, the programme including Quick Marches, waltzes, a Symphony and Mazurka.

Mr. Chung Hok-nang, President of the Union, said that it was his privilege to speak on behalf of the Undergraduates of the University and offer their hearty congratulations to the Vice-Chancellor for the honour which had been conferred upon him.—(Applause). He continued that he had the greatest pleasure in doing so as the conferment had given the greatest satisfaction to students of the University.—(Applause).

Great Satisfaction.
Mr. Chung went on to say that it had also given great satisfaction to those who were interested in the University. Sir William Hornell's success had greatly reflected upon the name of Hongkong University.—(Applause). He could assure Sir William that the students had rejoiced over the matter even more than they had rejoiced over his success, three months ago, in obtaining a share of the Boxer Indemnity Fund, although, unfortunately, that money would not be available for some time.

In conclusion, Mr. Chung wished the Vice-Chancellor every honour and success in the future.—(Applause).

In reply, Sir William Hornell thanked them for the party and for the hearty welcome they had given him. He added he was glad that they regarded his Knight-hood as an honour to the University also, because that was the way in which he liked to look at it, although he had been so busy since it was conferred that he had not had time to feel what it was like to be a Knight.—(Applause).

He went on to say he hoped before many months had passed that they would receive the cheque from His Majesty's Treasury. He hoped that they would make good use of it when they received it. He expressed thanks to the students of the University for the splendid way in which, through all the difficulties of the last six years, they had played the game.—(Applause).

In conclusion, he said that he had found a copy of an old prayer, which was discovered some time ago at Chester Cathedral, England. He would read it to them as his message for the afternoon, because it conveyed what he wished for all of them, from the Vice-Chancellor to the newest Freshman. It was as follows:

Give me a good digestion, Lord,
And also something to digest.
Give me a healthy body, Lord,
And sense to keep it at its best.
Give me a healthy mind, good Lord,
To keep the good and pure in sight,
Which seeing sin is not appalling,
But finds a way to set it right.
Give me a mind that is not bored.

H.K. AND S. BANK.

A PROFIT OF NEARLY \$21,000,000.

A profit for the year of nearly \$21,000,000. is revealed in the Report of the Directors of the Hongkong and Shanghai Banking Corporation which is to be submitted to shareholders at the annual meeting to be held on February 23.

The Report states:—
The net profits for the year, together with \$3,387,477.70, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts and contingencies, amount to \$24,114,208.58.

The Directors recommend the transfer of \$600,000 from the Profit and Loss Account to the Silver Reserve, which will then stand at \$10,000,000.

They also recommend writing off Bank Premises Account the sum of \$1,000,000.

After making these transfers, deducting the Interim Dividend of \$3 per share, paid on 11th August last, viz.:—\$480,000 @ 1/3½ = \$7,432,268.06, and remuneration to Directors, there remains for appropriation \$15,131,950.52, out of which the Directors recommend the payment of a Final Dividend of \$3 per share, viz., \$480,000 and a Bonus of \$1 per Share, viz., \$160,000 amounting in all to \$640,000 which, at 1/1½, the rate of the day, will absorb \$11,702,857.14.

The Balance \$3,429,093.38 to be carried to New Profit and Loss Account.

The Sterling equivalents of the Assets and Liabilities are shown at 1/1½, the rate ruling on the last day of the year.

Directors.—The Hon. Mr. C.G.S. Mackie has been elected Chairman for the year 1931, and the Hon. Mr. J. J. Paterson has been elected Deputy Chairman.

During the year Mr. R. D. F. Beith and Mr. W. L. Patterson resigned their seats on leaving the Colony and the Hon. Mr. J. J. Paterson and Mr. G. Miskin were invited to join the Board.

These appointments require confirmation at this meeting. Mr. J. A. Plummer, Mr. B. Lander Lewis and Mr. T. E. Pearce retire in rotation, but being eligible for re-election, offer themselves accordingly.

Auditors.—The Accounts have been audited by Mr. C. Bernard Brown, A.C.A. and Mr. John Fleming, C.A., who offer themselves for re-election.

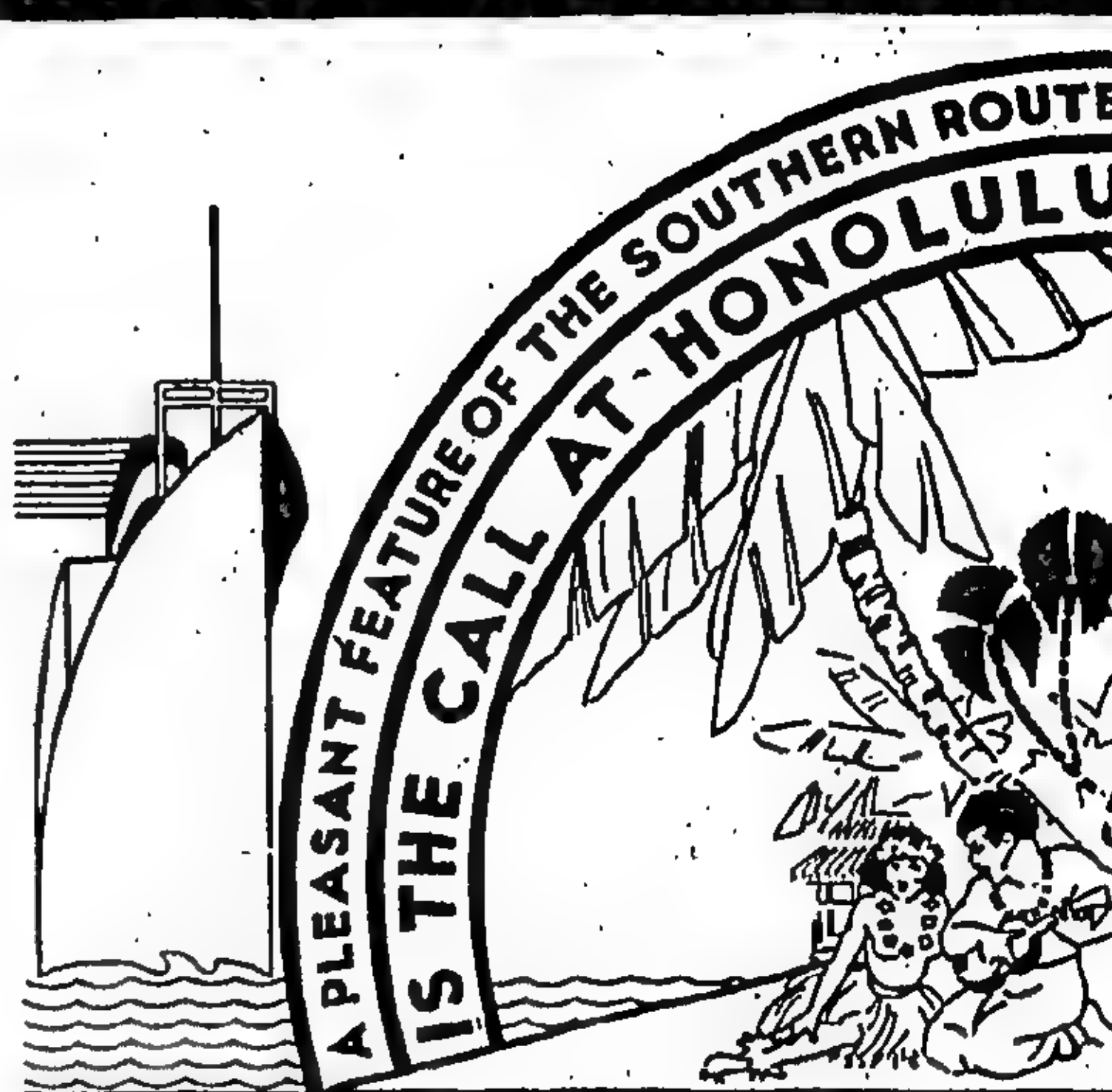
ed,
That does not whimper, whine or sigh,
Don't let me worry overmuch About the fussy thing called 1.
Give me a sense of humour, Lord,
Give me the grace to see a joke,
To get some happiness from life And pass it on to other folk.

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Empress of Canada Mar. 6	Mar. 9	Mar. 10	Mar. 12	Mar. 21
Empress of Russia Mar. 10	Mar. 21	Mar. 24	Mar. 26	Apr. 4
Empress of Japan Apr. 1	Apr. 4	Apr. 7	Apr. 9	Apr. 17
Empress of Asia* Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
Empress of Canada Apr. 25	Apr. 28	Apr. 31	May 2	May 14
Empress of Russia May 8	May 11	May 14	May 16	May 25
Empress of Japan May 23	May 26	May 29	May 31	June 10
Empress of Asia* June 6	June 9	June 11	June 13	June 22
Empress of Canada June 20	June 23	June 26	June 27	July 9
Empress of Russia July 5	July 8	July 11	July 13	July 20
Empress of Japan July 18	July 21	July 24	July 26	Aug. 6
Empress of Asia* Aug. 3	Aug. 6	Aug. 9	Aug. 11	Aug. 17
Empress of Canada Aug. 15	Aug. 18	Aug. 20	Aug. 22	Aug. 30

* Call at Nagasaki the day after departure from Shanghai.
† Call at Honolulu on May 8, ‡ Call at Honolulu on June 5.

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Leave	Arrive
Emp. of Russia Feb. 23	Feb. 25
Emp. of Japan Mar. 21	Mar. 23

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CHENONCEAUX... 17th Mar.	D'ARTAGNAN... 17th Mar.
ATHOS II... 17th Mar.	ANGERS... 17th Mar.
D'ARTAGNAN... 31st Mar.	FELIX ROUSSEL... 30th Mar.
ANGERS... 14th Apr.	G. METZINGER... 13th Apr.
FELIX ROUSSEL... 28th Apr.	ANDRE LEBON... 27th Apr.
G. METZINGER... 12th May.	POROS... 11th May.
ANDRE LEBON... 26th May.	CHENONCEAUX... 25th May.

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JAPANESE DIET IN UPROAR.

SLIP OF TONGUE CAUSE OF PANDEMONIUM.

Tokyo, Feb. 6. Pandemonium has reigned in the Diet during the last few days as a result of a slip of the tongue on the part of Baron Shidehara. During interpellations at the Budget Committee meeting on Tuesday evening, the Foreign Minister asserted that the fact that the London Naval Treaty was ratified was clear evidence that it will not endanger national defence as had been implied.

The Seiyukai regard the reply as an attempt to place the responsibility on the shoulders of the Emperor and accuse Baron Shidehara of *lese majeste*. They demand a retraction and apology and even the resignation of the whole cabinet.

The Seiyukai continue to press their demands which last night necessitated the presence of the police in the Committee Room for the protection of Baron Shidehara's person. The presence of the policemen added fuel to the fire and the Seiyukai formally protested against it.

While the papers criticise the slip of the tongue and urge Baron Shidehara to retract, they strongly censure the Seiyukai's attempt to make political capital out of the incident, and condemn the disgraceful scenes which the Seiyukai precipitated.

Meanwhile, the proletarians have issued a manifesto demanding that the masses strive to replace the present parties "with parties which have the true interests of the people at heart."

Armed Man Intrudes.

Tokyo, later. Following the riotous scenes of the past few days in the Diet, as a result of the indiscreet remark by Baron Shidehara, an unidentified man, brandishing a dagger, burst into the gallery of the Diet building, where a number of Minseito supporters were sitting, and wounded several, including two Diet members who were injured in the general scuffle that ensued.

Owing to threats of personal violence against Baron Shidehara since his slip of the tongue, six jujitsu experts have been engaged as his bodyguard.

A Free-for-All.

Later. Owing to general confusion in the Diet, various versions of the dagger incident are circulating, and it is uncertain what precipitated the trouble. Apparently a melee took place in the corridor, not the gallery, during a meeting of the Budget committee. Someone broke a window, the glass falling upon members inside the committee room, and on members and others thronging the corridor pandemonium followed, inkpots, spittoons and other missiles being freely hurled.

A dozen people were injured, including two Diet members. One non-member was seriously wounded with a dagger through the hand.—*Reuter*.

INDIAN LOAN FLOATED.

London, Feb. 6. A \$17,000,000 India loan is being underwritten at 5½ per cent, at 27, redeemable between 1936 and 1938.—*Reuter*.

CONSIGNEES' NOTICE.

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From NEW YORK via MANILA. are hereby notified that their cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 5th February, 1931.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesday and Friday between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th February 1931, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 25th February 1931, or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th February, 1931.

"RANGOON" FLYING BOATS LEAVE.

TESTING POSSIBLE USE OF AIR MAIL SEAPLANES.

London, Feb. 6.

Three "Rangoon" flying boats have left Felixstowe on a flight to Basra. The flight is to be completed in seven stages, taking a new route through the Mediterranean via Malta, Crete and Alexandria, with a view to demonstrating the possibility of a flying boat service for the Indian air mail.—*Reuter*.

[These Royal Air Force "Rangoon" flying boats are the first examples of a military type of the "Short Calcutta," and are making a formation flight from Felixstowe to Basra, a distance of 3,500 miles. The flight is in accordance with the normal methods by which seaplanes proceed to their foreign stations. On arrival they will relieve three Northampton flying boats, of No. 203 Squadron, which will be flown home in formation. The "Rangoons" are fitted with three Bristol Jupiter engines each. They will fly overland 250 miles from Bordeaux to Marseilles, and again in two stages from Alexandria to Basra, nighting at Baghdad on the Tigris.]

THE CAIRO-CAPE FLIGHT.

London, Feb. 6. The Royal Air Force Cairo-Cape flight landed at Bloemfontein, from Pretoria, yesterday, and left again this morning for Benfont West.—*British Wireless*.

THE PRINCES' TOUR.

REACH COLON AND FLY TO PANAMA.

Colon, Feb. 6. The Prince of Wales and Prince George arrived here to-day, and flew to Panama aboard an air liner.—*Reuter's American Service*.

CONSIGNEES' NOTICE.

SERVICE CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

"CHENONCEAUX"

Arrived Hongkong on Tuesday, the 3rd February, 1931.
From MARSEILLES, &c.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon wharf and Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed. Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Thursday, the 12th February, 1931, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs.—Goddard and Douglas at 10.00 a.m. on Monday, the 9th February, 1931.

No claims will be admitted after the goods have left the Godown. No fire insurance will be effected by us in any case whatever.

R. OHL, Agent.

Hongkong, 3rd February, 1931.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLBRO', LONDON, STRAITS and MANILA

The Steamship, "HENWYVIS"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th February 1931, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 24th February 1931, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th February 1931, at 10 a.m., by Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by, GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 3rd February, 1931.

COUNT THE

"TELEGRAPHS"

and then let us plan

your 1931

Advertising Campaign

LOAN RUMOURS DENIED.

London, Feb. 6. The Chancellor of the Exchequer, Mr. Snowden, in the House of Commons late last night, denied market rumours that the Government intended to launch a large development loan.—*British Wireless*.

THE HONGKONG & WHAMPOA DOCK CO., LTD

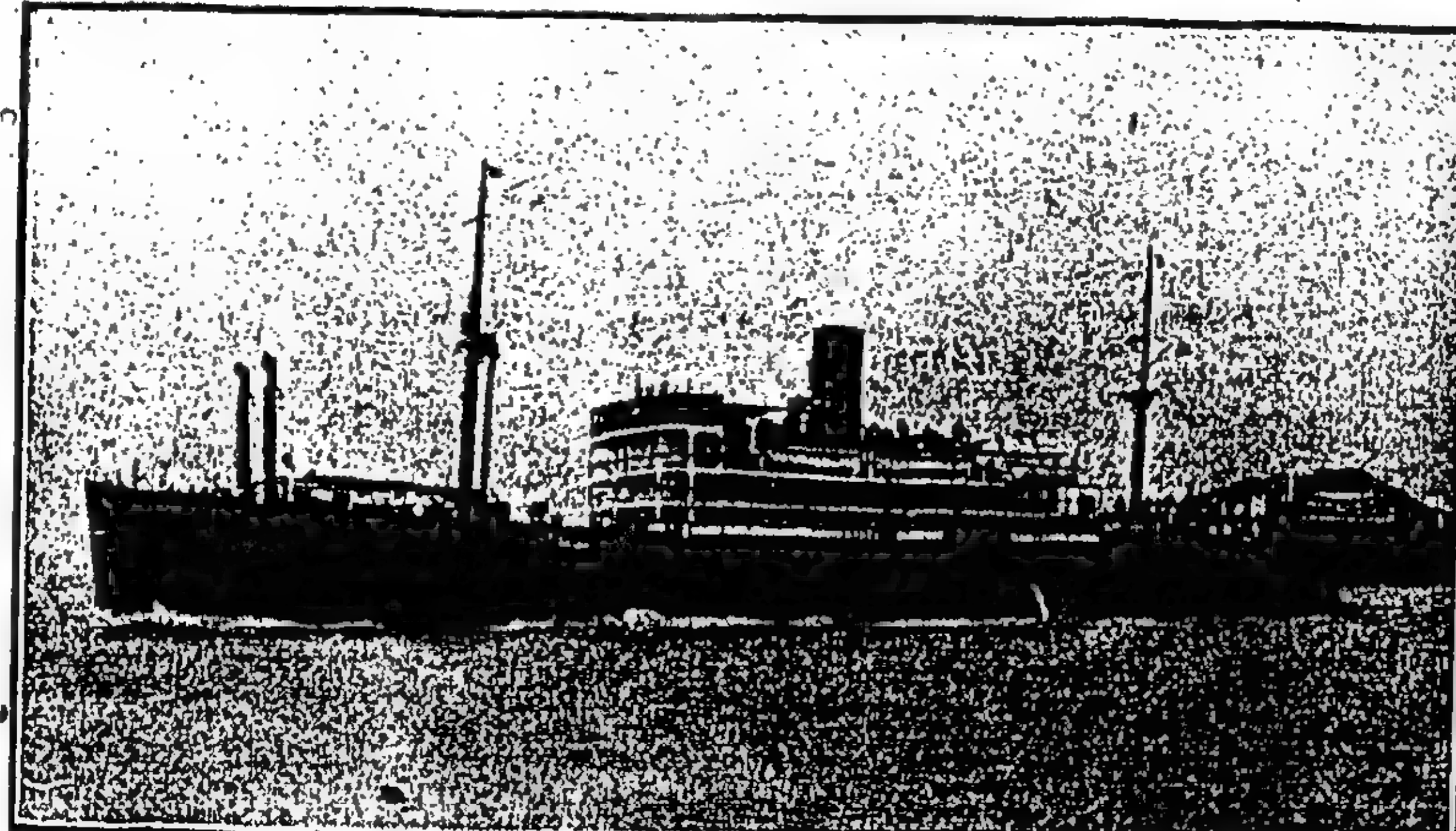
TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG.

Codes Used A1, A.B.C. Fifth Edition, Engineering First and Second Editions.

Western Union and Watkins, Benson's, Marconi.

Dock Owners Ship Builders, Marine & Land Engineers; Boiler Makers.

Iron, Steel and Brass Founders, Forge Masters, Electricians.

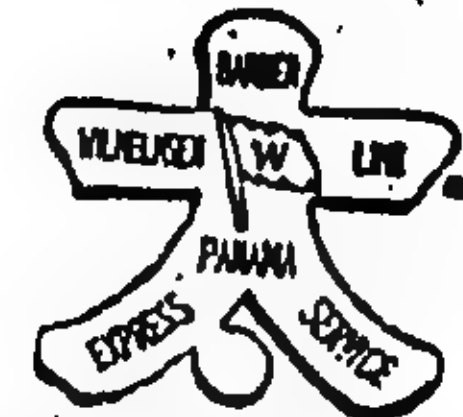


S.S. "CHANG TE".

Passenger and Cargo Vessel Built and Engineed at the Kowloon Dock by The Hongkong and Whampoa Dock Co., Ltd., to the order of the Australian-Oriental Line, Ltd. For Australia-Hongkong Service.

Please address enquiries to the Chief Manager—

R. M. DYER, B. Sc., M.I.N.A. Kowloon Dock, Hongkong.



BARBER WILHELMSSEN LINE.

TRANS-PACIFIC AND ATLANTIC COAST SERVICE

via PANAMA.

Next Sailing

M.V. "TAI PING"

ON

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for

SHANGHAI, KOBE, YOKOHAMA,
SAN FRANCISCO, LOS ANGELES,
NEW YORK & BOSTON.

For Passenger and Freight information please apply:-

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28021.

P. & O. BRITISH-INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea Egypt, Constantinople, Greece, Levantine Ports, Europe &c.

PENINSULAR & ORIENTAL FORTHRIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong	Destination
*PERIM	7,640	7th Feb. noon.	M'les, London, Hull, H'burg, R'dam & A'werp
*KASHGAR	9,005	14th Feb.	M'les, London, Hull, Rotterdam & Antwerp
MALWA	10,980	28th Feb.	Marseilles, & London
*ALIPORE	5,273	3rd Mar.	Straits, Colombo & B'bay
*KHIVA	9,135	7th Mar.	M'les, L'don Hull, H'burg, Rotterdam & Antwerp
*KHYBER	9,114	14th Mar.	M'les, L'don, Hull, Rotterdam & Antwerp
*SOMALI	—	21st Mar.	M'les, L'don, Hull, H'burg, Rotterdam & Antwerp

*Cargo only. †Calla Cava Blanca.

Frequent connections from Port Sal for Passengers and Cargo to Constantinople, Pyrus, Smyrna and other Levant by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TALMA	10,009	7th Feb. 3 p.m.	S'pore, Penang & Calcutta
TAKADA	6,949	27th Feb.	S'pore, Penang & Calcutta
TILAWA	10,006	19th Mar.	S'pore, Penang & Calcutta

B. I. APCAR Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	28th Feb.	Manila, Rabaul, Brisbane, Sydney and Melbourne
ST. ALBAN	4,500	1st Apr.	
NILLORE	6,853	1st May	

Regular Monthly Sailings from Hongkong to Shanghai and Japan and Hongkong to Australia.

Hong-Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.,
The P. & O. Royal Mail Steamers to London and
The P. & O. French Service of Steamers to London via Suez.
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

TAKADA	6,949	8th Feb. D'light.	Amoy, Moji, Kobe & Osaka
KHYBER	9,114	14th Feb.	S'hai, Moji, Kobe & Yok
ISOMALI	—	20th Feb.	S'hai, Moji, Kobe & Yok
TILAWA	10,006	25th Feb.	Amoy, S'hai, Moji, Kobe & Osaka
RAWALPINDI	16,619	25th Feb.	S'hai, Kobe & Yok
ST. ALBAN	4,500	6th Mar.	S'hai, Moji, Kobe, Osaka & Yok
SANTHIA	7,754	11th Mar.	Amoy, Moji, Kobe Osaka & Yok
KARMALA	9,128	14th Mar.	S'hai, Moji, Kobe & Yok
SOUTAN	—	19th Mar.	S'hai, Moji, Kobe & Yok

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2½ ft. x 2½ ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., Agents.

P. & O. Bldg., Connaught Rd., C.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 1st, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE TAIPING (SUNDAY)

FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SURGEON and STEWARDESSE CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 476 RETURN

LONDON (via Australia) from \$132/0/6

(Australian Newspapers on file)

STEAMER Due Hong Kong Leaves Hong Kong Leaves Manila Due Sydney

CHANGTE February 12th March 1931 February 14th March 1931 March 7th April 1931

TAIPING March 12th April 1931 March 14th April 1931 April 7th May 1931

AUSTRALIAN-ORIENTAL LINE, LIMITED

BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

TROPIC SHIPS COMPOSITION, Ltd.

MAARSEN (HOLLAND)

TROPISCO PAINTS

ANTI-RUST PAINTS IN ALL COLOURS.

Paints for Ship Coating.

A high-class paint absolutely rust-preventing, in all colours required. Light-fast, Heat-firm and Isolating.

A non-oil-containing rust paint with a covering expense larger than any rust paint on the market. For this reason—
MOST ECONOMICAL.

Sole Agents:

A. GOEKE & Co.

4th Floor, China Building, Tel. 22221.

or

Griffith Building, Shamoon, Canton.

Distributors in Hongkong.

Wo Fat 84, Des Voeux Road, Tel. 20661.

Cheung Wo 133, Des Voeux Road, Tel. 21625

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and

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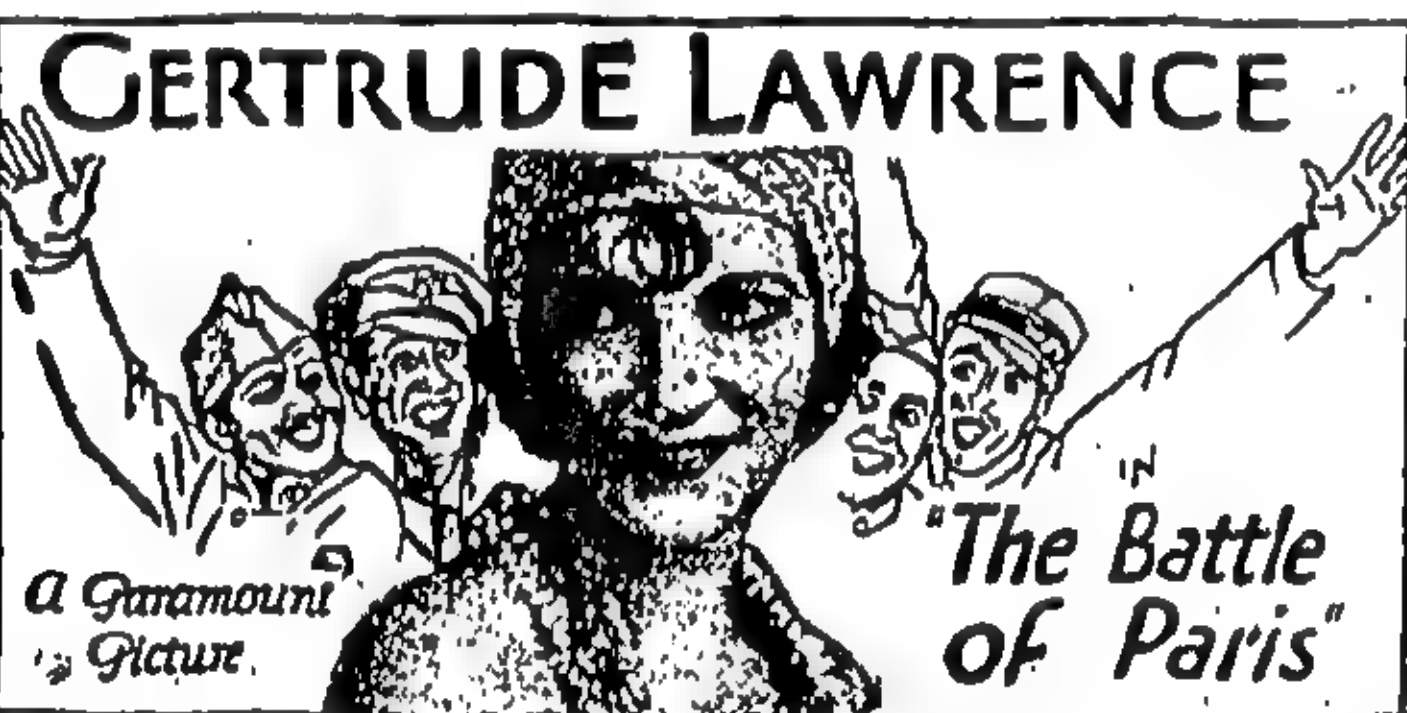
TO-DAY to MONDAY
Daily at 2.30, 5.10, 7.15 & 9.20 p.m.

Roger's Greatest Romance
All-Talking!



Adventure! Youth! Love! In the Colourful, Gallant South! With Two Charming Screen Sweethearts and a Powerful Cast of Well-known Players. Roger's Greatest Love Role! From the Famous Booth Tarkington Novel "Magnolia"!

NEXT CHANGE



Booking at Anderson's & The Theatre. Tel. 25720



MAJESTIC THEATRE

Nathan Road, Kowloon.

TO-DAY ONLY
FLORENZ ZIEGFELDS
"Glorifying American Girl"
with Mary Eaton

and a Galaxy of Broadway's famous Stars. A gorgeous and—music extravaganza—revue romance.

NEW SHIPS.

THE JAVA CHINA LINE'S
TJISADANE.

On December 20th the motor passenger and cargo vessel "Tjisadane", built for the Java-China-Japan Line by the Netherland Shipbuilding Co. (N.V. Nederlandsche Scheepbouw-Maatschappij) was launched. The principal dimensions are: Length 458ft. 4in., breadth 62ft., depth 38ft. 6in., draft 20ft., displacement 10,150 tons. By six bulkheads the ship is divided into seven compartments, and the double bottom running the whole length of the ship is arranged for carrying water ballast. Accommodation has been arranged for 40 passengers first-class, 42 passengers second-class, and 90 passengers third-class. The propelling machinery consists of a Wapacop diesel engine of 5400 s.h.p., which will give the ship a speed of 18½ knots.

Printed and Published for the Proprietors by FREDERICK PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria Hongkong.

ECONOMIC MISSION.

SIR ERNEST THOMPSON PAYS
OFFICIAL VISITS.

Having recovered from indisposition, Sir Ernest Thompson, Chairman of the British Economic Mission to the Far East, accompanied by the Principal Secretary (Mr. T. St. Quintin Hill) paid an official visit yesterday morning to the Chairman of the Hongkong General Chamber of Commerce and China Association—Hongkong Branch—(the Hon. Mr. C. Gordon Mackie). Subsequently Sir Ernest Thompson and Mr. Hill visited the Chairman of the Chinese Chamber of Commerce, Mr. Li Yick-mul, who was accompanied by the Vice-Chairman (Mr. Chau Yue-tong) and the Secretary (Mr. Chan Hoang Pak).

FANLING RACES TO-MORROW.

LADIES' EVENT ONE OF THE FEATURES.

[By "Ringtail"]

Although the weather is a little cloudy at the moment, some enjoyable sport should be seen at Fanling to-morrow, and a big crowd is sure to turn up to this popular venue.

Fields may be on the small side in some of the events, but this will be compensated for by the quality of the new entrants. The course could not possibly be in better condition, this being due to the light rains which have fallen during the last week.

A ladies' race will figure as one of the tit-bits of the meeting, and a very exciting finish should be seen, when some of our lady champions will be out to see who is the premier rider.

Mr. Stanton's Christmas Frolic should bring his master home in the hurdle race, as he is a firm jumper and can stay well.

My selections are:

1st Race.

Fanling Star.
Fernleaf.
Duke of Niegling.

2nd Race.

San Francisco.
As You Like It.
Blue Boy.

3rd Race.

Christmas Frolic.
Young Pretender.
Sergeant Murphy.

4th Race.

Sunning.
Done Again.
Hartford.

5th Race.

Chemal.
Country Club.
Big Ching.

6th Race.

Christmas Belle.
Marquis Hall.
Diana.

PERSIAN WITHOUT PASSPORT.

TO BE EXPELLED FROM COLONY.

Sheriff Ahmed, described as a Persian, but who addressed the Court in Russian, appeared before Mr. Williams at the Central Police Court this morning on a charge of failing to have a valid passport.

Detective Sergeant Whant informed his Worship that the defendant possessed a Chinese passport issued by the Chinese authorities for one year, but it had expired.

In reply to his Worship, the defendant remarked that he did not have enough money to renew his passport.

It was stated by the police officer that the accused had come from Canton and was arrested at the Tokyo Hotel.

On the prosecution asking for a heavy penalty, his Worship sentenced the defendant to three months' hard labour, to be followed by expulsion from the Colony.

BANK RETURNS.

NOTE & SPECIE FIGURES FOR JANUARY

The return of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st January, 1931, as certified by the Managers of the respective Banks are:

Banks	Average Amount.	Specie in Reserve
Chartered Bank	21,335,418	7,000,000
Hongkong Bank	112,408,442	80,000,000
Mercantile Bank	5,485,204	1,850,000
Total	139,229,064	88,850,000

*In addition Sterling Securities are deposited with the Crown Agents valued at £1,325,100. In addition Securities deposited with the Crown Agents and Government valued at £2,032,618. In addition Securities deposited with the Crown Agents valued at £160,000.

TENDERS ACCEPTED.

LATEST GOVERNMENT NOTIFICATIONS.

The Gazette notifies that the Government has accepted the following tender:

Motor spirit. P.W.D.—A.P.C. (for six months).
Clothing. H.K.V.D.C.—Suey Fung.
Boats. H.K.V.D.C.—Fook Sing.
Construction of vehicles ferry berths, Kowloon.—Woo Hing.
Improving existing main roads for motor traffic, Kowloon.—Young Fat & Co.
Supply of prisoner provisions.—Hop Kee.
Cleaning Typewriters.—Ramsey & Co.

FINANCE CRISIS IN AUSTRALIA.

CONFERENCE PRACTICALLY ENDS IN FIASCO.

SCORN OF EXPERTS.

Canberra, Feb. 6.

Australia's finances are in a precarious state and a conference called to-day for the purpose of tackling the problem ended, more or less, in fiasco.

Mr. Scullin, the Federal Prime Minister, painted an extremely gloomy picture of the state of the country's finances in the inaugural speech at the "gathering," which was a conference of Federal State Ministers, who assembled with the object of considering a three-years' plan for rehabilitation.

Mr. Scullin said that some experts estimated that the total fall in the national income was at least £100,000,000. It was, therefore, essential to form a plan to deal with the short-term overseas debt which would be £55,000,000 at the end of February.

This sum, he added, was exclusive of the annual liability overseas of £34,000,000 in interest, which, owing to the unfavourable exchange, had been augmented by £10,000,000.

The Conference broke down before lunch.

Mr. Scullin refused to allow the expert officials committee to submit recommendations as he objected to their dictating Government policy. Mr. Scullin further said that no plan should include wage cuts.

The Premier of New South Wales, Mr. Lang, went further and said that he intended to raise wages.

The net result is that the Conference is without a plan and there is no chance of the Ministers agreeing upon one.—*Reuter*.

The Expert Plan.

The report of the experts committee warns the various governments that the position is becoming increasingly serious and declares that the reality of public and private adversity must be faced.

The committee estimate that the deficits of all Australian Governments next year will be £25,000,000 unless remedial action is taken.

The experts point out that Australian stocks are now at a lower price in London than the stocks of South American republics.—*Reuter*.

PLIGHT OF THE TEA INDUSTRY.

PLAIN TALKING AT LONDON MEETING.

London, Feb. 6.

Presiding at the annual meeting of tea-buying brokers, Mr. J. J. Bunting expressed the opinion that the tea industry to-day was nearer to ruin than at any time in its history.

The causes included the folly of over-producing and lack of vision on the part of Growers' Associations with regard to their dealings with Russia. In the months ago, when some 40,000,000 lbs. of tea might have been taken off the London market.

Other reasons were the selling broker who served successfully two masters, and the antiquated methods of marketing tea in England.—*Reuter*.

PRINCES FLY OVER THE PANAMA CANAL.

FIRST ROYALTY TO MAKE THE FLIGHT.

London, Feb. 6.

The Prince of Wales and Prince George aboard the liner Oropesa arrived at Cristobal, Panama, this morning.

The Princes motored to Francefield, on the Atlantic side of the Canal Zone, and flew to Paitillafield on the Pacific Side, being the first Royalty to fly over the Canal.

The Princes called on the President of Panama and the Commanding General and Governor of the Canal Zone, and afterwards lunched with the British Minister.

After passing through the Canal, the liner will make for Salara on the north coast of Peru.—*British Wireless*.

DRIZZLE OR MIST.

The local weather forecast for to-morrow is:—N.E. winds, strong; generally overcast; some drizzle or mist.

MR. BALDWIN'S LOVE OF RURAL BEAUTY.

HARESFIELD BEACON FOR THE NATION.

Mr. Baldwin, on behalf of the National Trust, on a recent Saturday attended the dedication for the use of the public of Haresfield Beacon, a spur of the Cotswold Hills, near Gloucester, once a Roman watch station.

The ceremony of handing over the title deeds to Mr. Baldwin was performed by Lord Dickinson of Paiswick.

In accepting them, Mr. Baldwin spoke of his great love for "the unequalled, unexampled, and unparalleled beauty of the English countryside."

"We have become largely an urban folk," he continued, "but there lies deep down in the hearts, even of those who have toiled in our cities, for two and three generations, an ineradicable love for country things and country beauty. To them the country represents eternal values and traditions from which we must never allow ourselves to be separated."

"We have to protect the countryside until such time as the education of our people has taught all to love the country in their hearts and soul. Modern transport has enabled all kinds of goods to be taken out of the district where they are produced and transferred into other portions of England. Our countryside owes its beauty to the fact that in the old days people were only able to build their houses, farms, and cottages of materials which belonged to the district, and which harmonised with the landscape until it made that perfect complete and unified whole which we love so much in all parts of the country."

"If a man wanted to build in the Cotswolds he used Cotswold stone. You can never see those abominations of red tile or Welsh slate. It is not a question of age that makes buildings harmonious with the landscape. It is a question of using the materials that look at home and not alien. It is because it cultivates that eye for beauty, that sense of rest and peace, that we rejoice that a place like this will be preserved for ever."

MR. HOOVER HITS BACK

SENATE DEMAND REFUSED.

Washington, Jan. 11.

President Hoover showed once again over the week-end that he is prepared to fight back vigorously whenever challenged by the Senate. Yesterday he met the Senate's attempt to force the dismissal of three recently appointed Power Commissioners with a blunt refusal to return their nominations.

"I am advised," the President declared, "that these appointments were constitutionally made and that reconsideration by the Senate would be ineffective to disturb the appointments in their offices. I cannot admit the power of the Senate to encroach upon executive functions."

The only way in which Congress could take constitutional action would be by impeachment proceedings.

The Federal Power Commission was established in 1920 to supervise hydroelectric power plants and was originally formed of three members of the Cabinet who were unable to devote sufficient time to the work. Mr. Hoover decided to create an independent commission of five members whose nominations were approved by the Senate before the Christmas recess.

The first act of the new Commission was to dismiss three subordinates who had failed to work harmoniously together. Two of these were in sympathy with the views of Senators belonging to the insurgent Republican-Democrat group, who, after protracted debate, secured a 44 to 37 majority for demanding the recall of the nominations of the commissioners responsible for the dismissals.

The President denounced attempts which had been made during the Senate debate to make him appear as the tool of the so-called Power Trust, whose sinister influence upon the Government will be heard of with increasing frequency as the 1932 election campaign draws near.

After receiving the President's message the Senate decided, by a 36 to 23 vote, to reconsider nominations.

The health bulletin for Eastern ports, covering the week ending January 31, reports:—Plague:—Baghdad, 3 cases, (2 deaths); Basra, one case; Colombo, 1 (1); Bangkok 4 (3); Pnom Penh 2 (2); Calcutta, 24 (19); Madras, seven deaths; Nagasaki, one death; Pindicherry, 3 (3); Hilo, 2 (2); Bangkok, 1 case; Pnom Penh, 2 (2); Small-pox:—Bombay, 2 (1); Calcutta, 40 (29); Coochin, 3 cases; Karachi, 2 (1); Madras, 3 cases; Penang, 2 (1); Shanghai, four deaths; Greater Shanghai, 6 (1).

AMUSEMENTS OF HONGKONG.

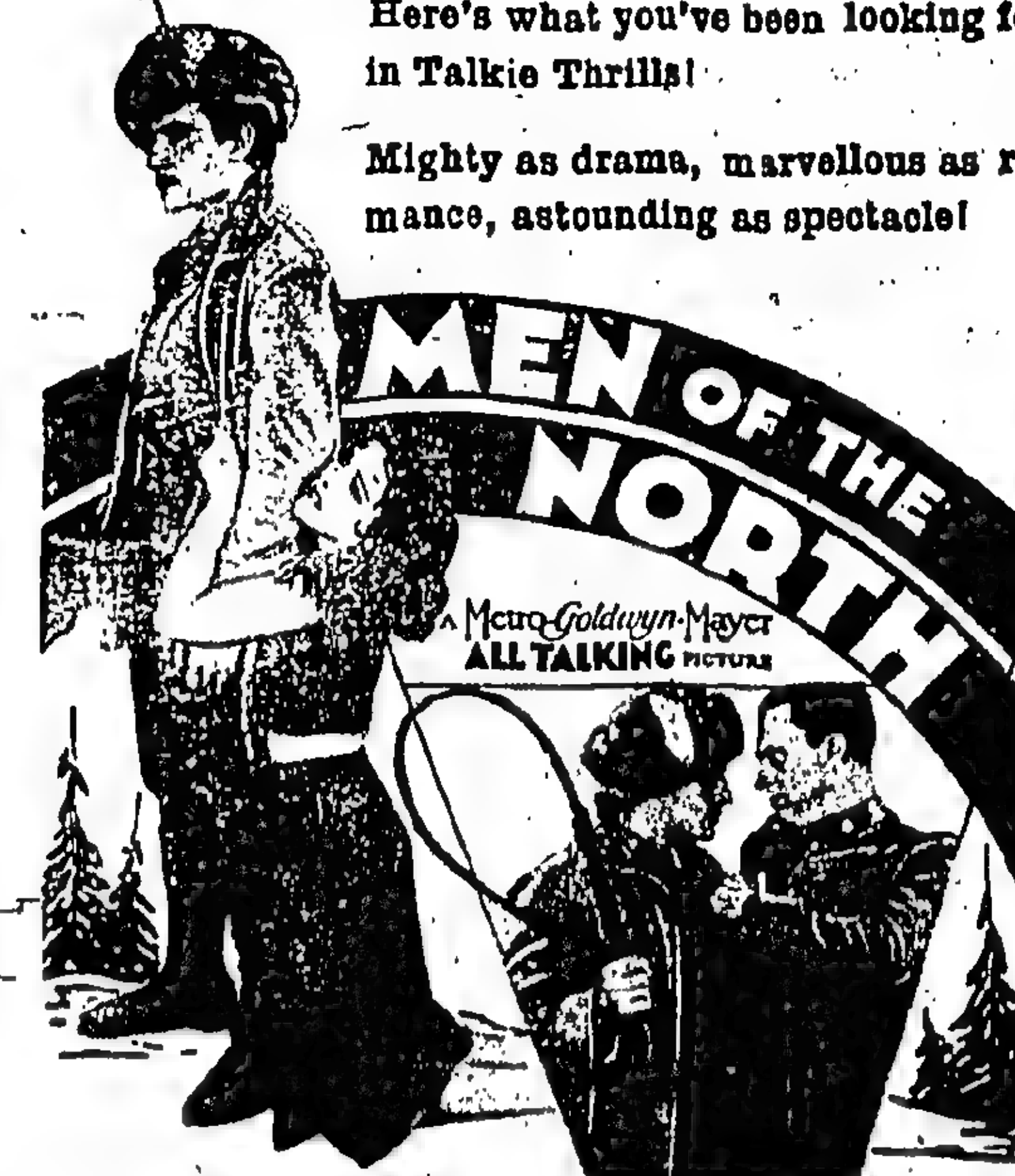
AT THE QUEEN'S FINAL SHOWINGS TO-DAY At 2.30, 5.10, 7.15 & 9.20

Tireless as a Wolf
Cunning as a Fox

He stole, he cheated, he fought—for love!

Here's what you've been looking for in Talkie Thrills!

Mighty as drama, marvellous as romance, astounding as spectacle!



COMEDY
HARRY LANGDON
in
"The SHRIMP"
IT'S A SREAM

HEARST
METROTONE NEWS

with
GILBERT ROLAND
BARBARA LEONARD
ARNOLD KORFF
Directed by
HAL ROACH

SPECIAL ADDED ATTRACTION

CUS EDWARD'S COLOURTONE REVUE

"CLIMBING THE GOLDEN STAIRS"
featuring CHARLES KING
TO-MORROW

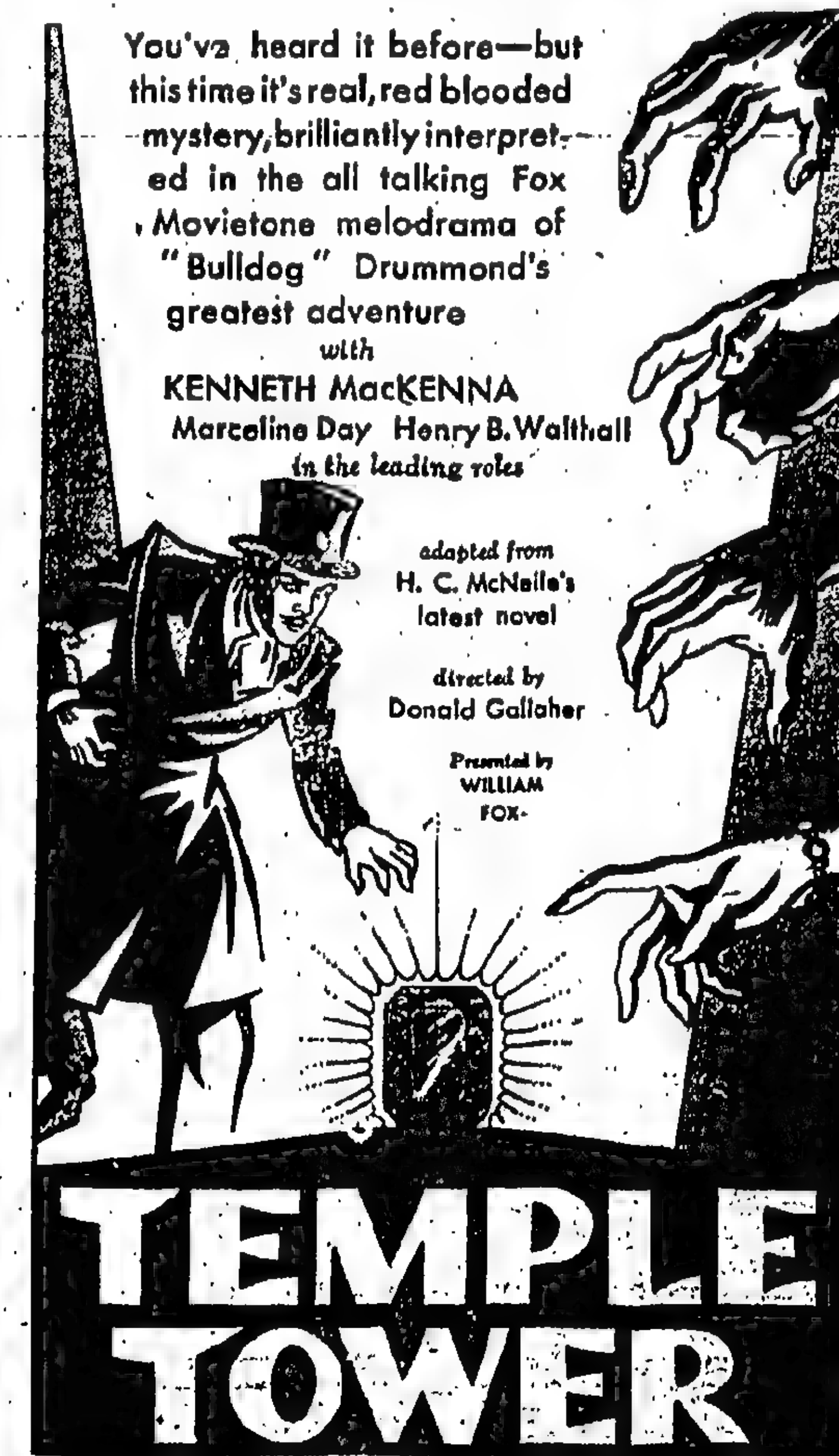
You've heard it before—but this time it's real, red blooded mystery, brilliantly interpreted in the all talking Fox Movietone melodrama of "Bulldog" Drummond's greatest adventure

with
KENNETH MACKENNA
Marceline Day Henry B. Walthall
in the leading roles

adapted from
H. C. McNeill's
latest novel

directed by
Donald Gallaher

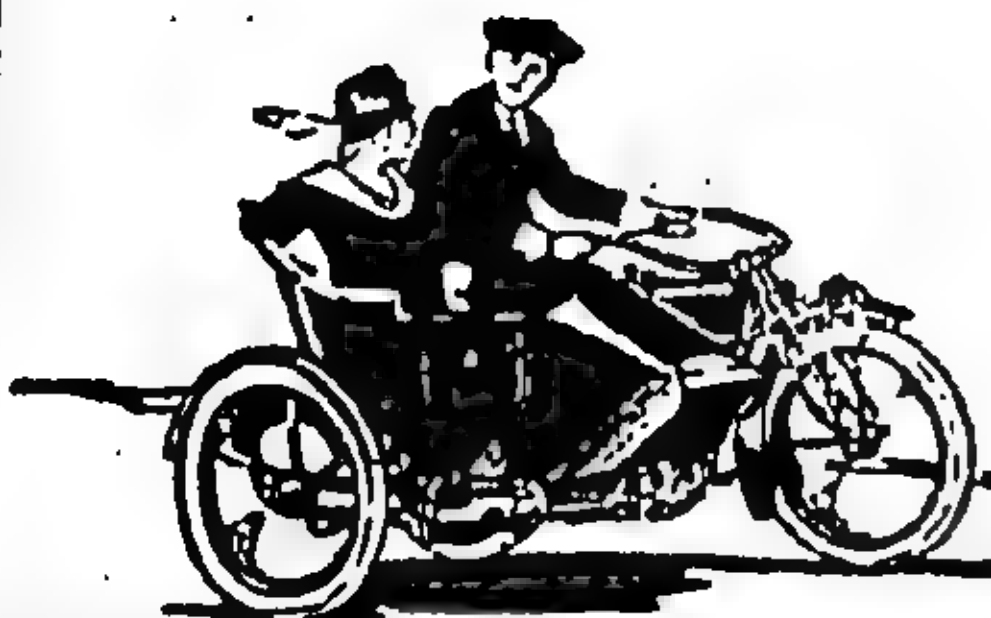
Presented by
WILLIAM FOX



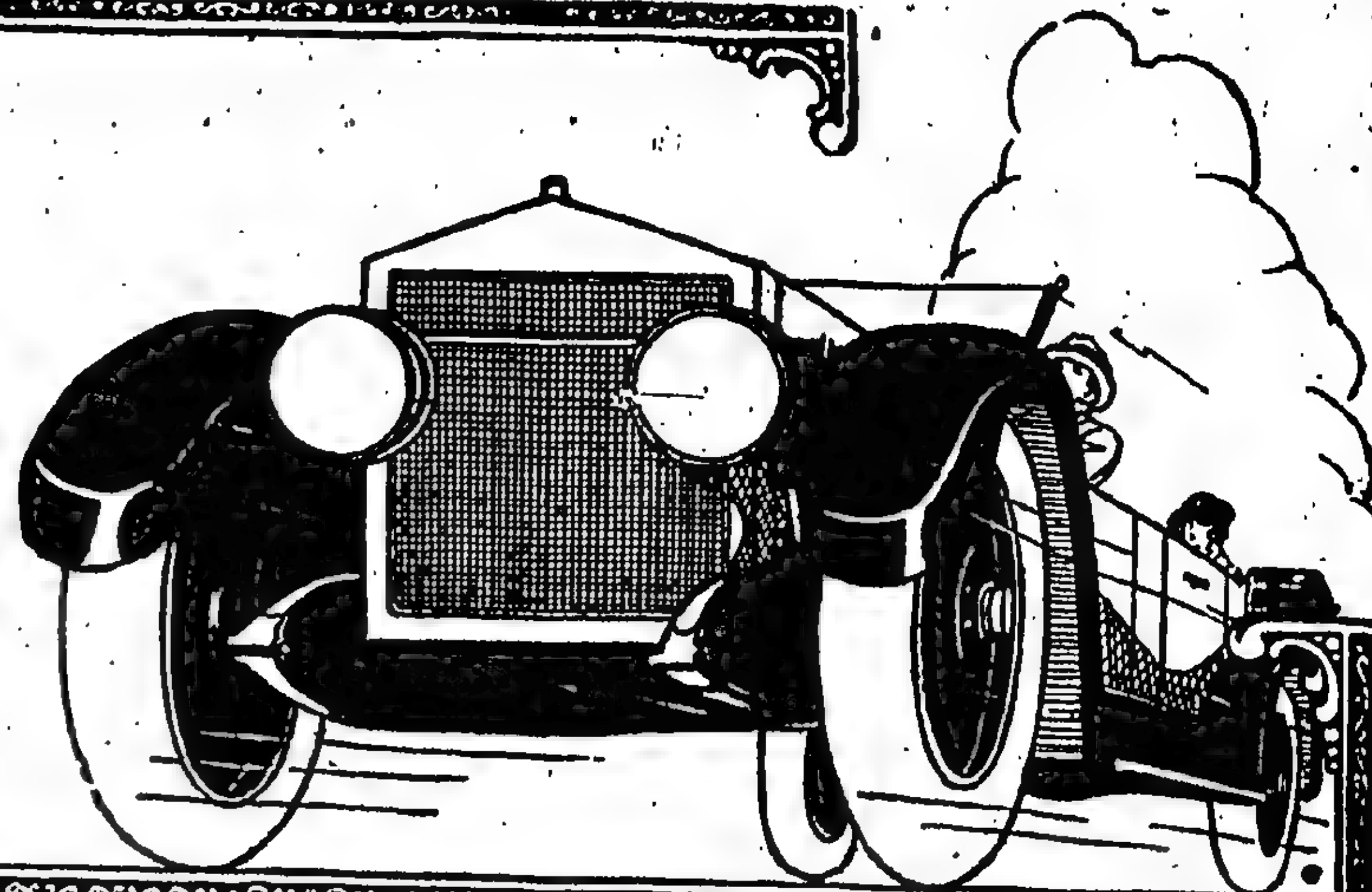
LAURA LA PLANTE

"The LAST WARNING"
AT THE STAR FINAL SHOWINGS TO-DAY At 2.30, 5.10, 7.15 & 9.20

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY, 7th. FEBRUARY, 1931.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



HONGKONG MOTOR ACCESSORY COMPANY

specialise
in all kinds of
ACCESSORIES
and
SPARE PARTS
Electric horns. Body polish
Brake lining. Hand jacks
Lamp bulbs. Foot pumps
Tire patches. Wrenches
etc., etc., etc., etc.
"GORMAN"
and
"LUCAS"
storage batteries
suitable for all motorcars, cycles
and radios.
ALL AT ATTRACTIVE PRICES
Call and inspect,
Bank of Canton Bldg. Tel. 29577.

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THE HONGKONG AUTOMOBILE
ASSOCIATION

A Few Advantages:—
10% Off Motor Car Insurance
Free Legal Advice.
Reliable Drivers Supplied
Free Mechanical Advice
Reduced harbour transport charges
Associate Membership of the
R. A. C. and A. A. London.

B. D. EVANS
Hon. Secretary.

C/o "Hongkong Telegraph"

NOTICE

TO
ADVERTISERS
All advertising to be
inserted in this Motor
Supplement, must be
delivered not later
than 2 p.m. on the
Wednesday of the
week of publication.

NEW DESIGNS.

Buick's Bold Step.

When entirely new designs are
adopted by the average motor
manufacturer, the changeover
from the old to the new is almost
invariably gradual. The new is
generally at first offered for sale
as an additional model to those
with which the firm has made good
its reputation and time allowed for
the gradual disappearance of the
latter from the catalogue as a
measure of precaution. The new
car may not be a success, either
mechanically or financially, and
the policy of transferring all the
eggs simultaneously to one basket
is never absolutely safe.

The makers of the Buick have
taken the bold step of dropping all
the six-cylinder models which
have for so long been familiar to

CURRENT COMMENT

An Unusual Request.

We understand that the In-
spector-General of Police has in-
vited the Automobile Association
and the Chambers of Commerce to
bear the cost of the traffic beacon
near the Hongkong Cricket Club
Ground, a matter of some £70 or
so. We cannot quite appreciate
the reason for such a request,
neither can we see why the or-
ganisations concerned should be
approached in the matter. Surely
it is up to the Government to pro-
vide such modern necessities at its
own cost without having to re-
course to the issuing of ap-
peals for free appliances. We
can imagine some manufac-
turers of signals and beacons being
quite willing to quote a specially
low price, or even donate a few free
samples in the interest of future
trade, but we cannot agree that the
Authorities should ask various sec-
tions of the community to bear the
cost of modern improvements and
safety devices. There is no telling
where this sort of thing might not
stop. After all, motorists pay
taxes which are supposed to cover
such expenditure.

Learners' Area.

A contemporary appears to be
under the mistaken impression that
Happy Valley is still used as a
"learning area" for people taking
up motor driving. This was stop-
ped many months ago, the district
where lessons may be taken being
in the vicinity of Sookampoo, Vic-
toria Rd., Caroline Hill Rd., and
Kotewall Rd. After a learner's
licence has been in force for some
time, permission is granted to drive
anywhere between the hours of 6
a.m. and 9 a.m., and in the evenings
from 7 p.m. to 10 p.m.

Lower Albert Road.

The work of raising the channels
along the Lower Albert Road, from
the Dairy Farm Corner to just be-
yond the junction with Upper Al-
bert Road is practically completed
at the time of writing these notes,
and an excellent job has been made
of it. Previously, the falling cam-
ber to the channels was a real source
of danger, and a number of mis-
happenings were probably due to it,
especially in wet weather. The work
has been carried out with the min-
imum of delay, and traffic has been
able to use the road during the time
the work has been in progress.

Dairy Farm Corner.

The corner at the Dairy Farm is
not only difficult to negotiate, but
definitely dangerous, and it would
be a good idea to take in a piece
of the land on which the Bishop's
House is built. A few feet off the
bank, which is of little use as a
garden, would effect improvement,
and we imagine that the owners of
the property would be only too will-
ing to co-operate with the Govern-
ment in the matter. The land is
of little value, that is to say, the
handing over of the slice required,
would scarcely affect the value of
the site, and those who made it
possible, would be doing a most com-
mendable public service, probably
saving serious or fatal accidents
in the future. We earnestly hope
that this suggestion will be adopted.
Similarly, a few feet taken from
the foot of Government House
Grounds at the junction of Lower
and Upper Albert Roads, would ef-
fect another much needed improve-
ment.

British owners and substituting
lights, and if one can judge from
the showing on the road of the
cheapest of the whole series their
courage is likely to be rewarded.
"I cannot recall," writes a critic,
"any instance so striking of
general all round improvement
over previous design as is to be
found in this new Buick. It is
absolutely different car from its
predecessors, with a different
character and different perform-
ance."—The Observer.

TROLLEY BUSES.

No Trams in England
in 10 Years.

EXPERT'S VIEW.

Mr. R. H. Wilkinson, General
Manager of the Bradford Tram-
ways, has predicted that there will
be no more trams in England in
ten years. There are no trams
in Wolverhampton, but there is a
system of trackless trolley
omnibuses that is the envy of
Municipalities everywhere.

Twenty-five years ago the
Wolverhampton Corporation Tram-
ways ran a motor omnibus, and in
placing into service the first
pneumatic tyre six-wheeled
trolley omnibus in the world, the
town maintained its reputation for
transport enterprise. The Trans-
port Committee to-day operates
the largest fleet of trolley buses in
England, and the Mayor of
Wolverhampton—Councillor Allan
Davies, who is Chairman of the
Transport Committee—says that
Municipalities throughout the
country and indeed throughout the
world who are thinking of replac-
ing their tramways have sent
deputations to Wolverhampton to
examine and report on the new
type of trolley bus which is
standardised in Wolverhampton.

The Mayor says, "The operat-
ing costs of trolley omnibuses are
less than those of petrol omnibuses.
Last year's (1929) accounts show
a reduction of 2d. a mile in favour
of the trackless trolley bus. During
the first complete year, since the
inauguration of trolley buses, the
trolley vehicles carried 23,175,938
passengers and the omnibuses
16,822,399, the gross profit on
trolley vehicles being £75,271, and
on omnibuses £25,236, a total of
£101,508, which is a good return
on the outstanding capital account
of £366,000."

Mr. Owen Silvers, General
Manager and Engineer, says, "It
was found that we could scrap the
tramway track and pay a sub-
stantial amount towards the re-
construction of the road and in-
stitute a system of trolley buses
for about half the cost of laying
a double tramway track."

VIBRATION FATAL.

Do Not Neglect Undue
Shaking.

REPAIR COSTS.

Automotive engineers have
spent years in their efforts to
reduce vibration to a minimum
and in this respect, the cars
of to-day, are as different
from the cars of a few years ago as
a farm wagon is from a pullman
car.

"The motorist who carefully seeks
out the cause of vibration and re-
medies it immediately will save him-
self a lot of repair bills later on,"
states Mr. F. A. Hill of Duro
Garage, Fisk Tire Dealer. "Wheels
out of alignment are a common
cause of vibration and unless ad-
justed by an expert in regard to
"camber," "caster" and "toe-in,"
will be apt to lead to the need of
new king bolts, tie bolts and spring
shackles to say nothing of the
damage that will be done to the
tyres."

"In the well balanced smooth-run-
ning motors of to-day, seemingly
insignificant things can contribute
to vibration," continued Mr. F. A.
Hill. "Sometimes the bolts holding
the engine-clutch-transmission units
to the frame become loosened, or
the fan may become out of balance
due to the bending of one of the
blades. Gas leakage may give one
cylinder weaker impulses than
others. A bent driving shaft, loose
top and many other things cause
vibration and for best service from
your car and from your tyres all
causes of vibration should be check-
ed early and corrected as soon as
possible."

ROYAL COMMISSION ON TRANSPORT.

Tramways Out of Date.

MOTOR TAXES FOR THE RATES.

Far-reaching recommendations for the national co-ordination of
all forms of transport are included in the final report of the Royal
Commission on Transport. They include:

Rationalisation of road transport.
Methods to secure increased use of railways for freight
traffic to prevent unfair competition by road vehicles.
Cheaper freightage rates.
Trackless trolley-cars or omnibuses in the suburbs of London
in substitution for tramways with lines which are
out-of-date.

Among the Commission's recom-
mendations are:

That a special system of licensing
should be instituted for all long dis-
tance road haulage vehicles;

That the four railway groups
should co-operate more closely in
providing a better service without
duplication or undue delay when
passengers or goods change from
one line to another;

That the railway companies
should work more closely with
road, canal, and sea transport,
and that these services should be
co-ordinated in every way
possible;

That in the provinces and the
suburbs of London trackless tram-
way-cars or omnibuses should,
where possible, be substituted for
the old-fashioned tramways with
lines;

That more use should be made of
the canal system, and that special
consideration should be given to
the needs of the farmer for
marketing his goods quickly and at
an economical rate.

The report is signed by all the
members of the Commission,
presided over by Sir Arthur
Griffith-Boscawen, as were the two
former reports, most of the
recommendations of which have
been included in the Roads Traffic
Act.

Rationalisation.

Long-distance road transport
vehicles are defined as those which
travel more than 30 miles from
their home town.

The name of the town of origin
would be painted on the vehicles
to enable them to be recognised.
This step would be the
preliminary to the rationalisation
of road transport, which at present
is in the hands of hundreds of
firms.

Methods, it is understood, will be
suggested for securing increased
use of the railways for freight
traffic, instead of the roads.
It is urged that the present use

of road vehicles for the conveyance
of heavy goods not only competes
unfairly with the railways, but is
also the cause of considerable
damage to the road surfaces.

There is strong mention of the
fact that the Commission considers
that tramways are out of date, and
that the lines are a danger to the
motorists, while an important sec-
tion of the report will deal with the
need for the revision of freightage
rates, and the system under which
they are operated by the railway
companies.

Motor Taxation.

An important recommendation is
foreshadowed with regard to motor
taxation. The commission is satis-
fied that motorists are paying their
fair share towards the £60,000,000
a year which the roads of the coun-
try cost, it is understood, however,
that it is critical of the diversion
of a third of the money to the
national exchequer, and favours the
whole of the sum paid by motorists
going to the relief of ratepayers
for the maintenance of the roads.

On the subject of canals, the
commission regards a certain
number as still useful and necessary,
and recommends that they should
be amalgamated and put under a
public trust analogous to the Port
of London Authority.

In connexion with the co-ordina-
tion of the means of transport, it
is understood that there will be
published with the report sugges-
tions by three of the members—
Sir Robert Donald and the Labour
representatives, Mr. F. W. Galton
and Mr. William Leach, M.P.

They propose the creation of a
public transport trust on the lines
of the National Electricity Board.
This trust would have power to
buy up every description of trans-
port—railways, omnibuses, tram-
ways, canals, and so on—and
manage them for the public, paying
fixed interest on the capital involved
but not making any other definite
profit.

1931 HARLEYS

Another Shipment 1931
Harley-Davidson Combinations.

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Per the "President Polk."

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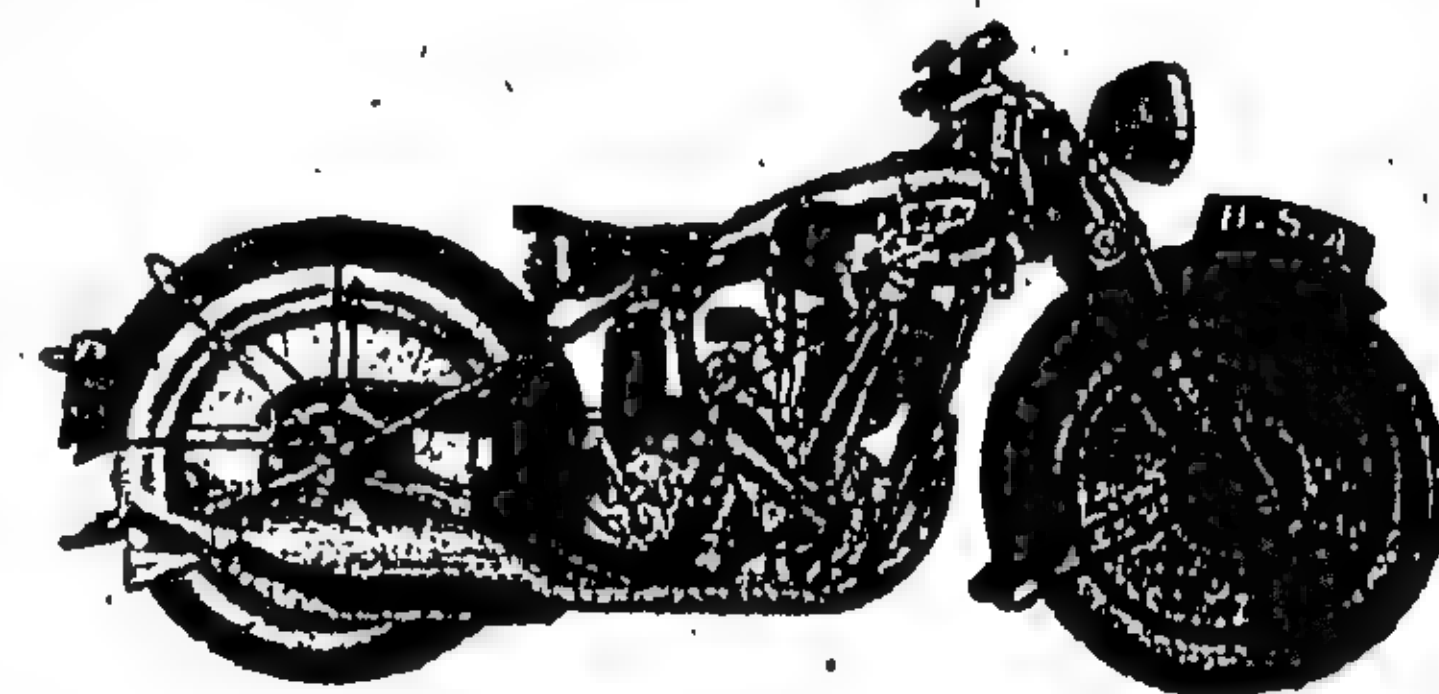
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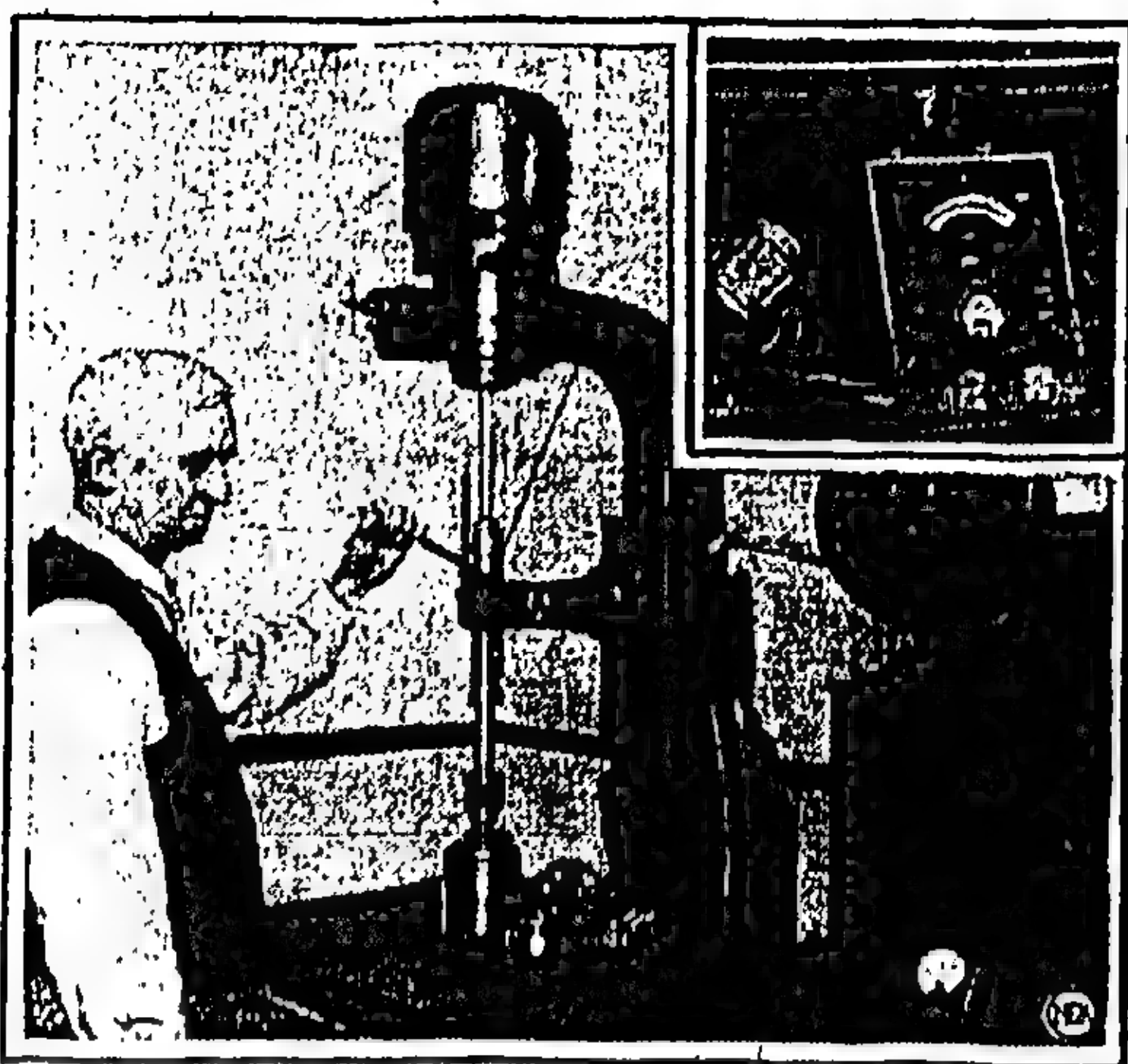
THE SINCERE CO., LTD.

SOLE AGENTS.

FILL 'ER UP!



DEVICES THAT ASSURE ACCURACY.



Two devices that assure greater accuracy in construction of auto parts—the radio bearing tester and, inset, the electric gauge that measures to one one-hundred-thousandth of an inch.

[By Israel Klein.]

Detroit, Dec. 30.—Better automobiles at lower prices is the outstanding development in Detroit to-day.

The main reason behind this pleasing news is the introduction of machinery and apparatus that combine to produce modern cars in greater numbers than ever before and yet in a far more improved manner. Not only automatic tools and equipment, but other means of checking construction details to a finer degree have become regular routine practices.

One great plant co-ordinates and times all operations that its production has been planned almost to the second. The entire control of this factory is done by electricity, by means of daily planning and scheduling and by constant contact with all departments through the electric teletype system.

Multiply Capacity.

In another factory, a new and larger automobile is made possible at a comparatively low price through such innovations as a huge machine that will work on several similar units at the same time, an electrical device that speeds up testing of the crankshaft, and other

electrical and physical measuring devices that guide parts checkers to a finer exactitude than they were able to attain heretofore.

Checking of moving parts in the engine is one of the most important processes in automotive construction. The usual allowance in measurement is only one one-thousandth of an inch, either above or below the specified dimensions. If a part is barely beyond this allowance other ways it is discarded.

In addition, parts such as pistons, wrist pins and connecting rods are "paired" by weighing, so that all those entering a specific engine are sure to be balanced.

Dissatisfied with present precision gauges, electrical engineers have designed a device that will measure parts to within one one-hundred-thousandth of an inch. It works with a needle on a visible scale.

As a result, the checker is able to detect inaccuracies much more quickly and definitely. The device is now being used in the factories of one of the largest auto manufacturers, and soon will come into use in other plants.

In another auto factory a radio apparatus is used to detect unusual noises in bearings. The bearings are run in a special machine. Close

SEVEN WEEKS' RUN.

Stock Nash Cars Perform Well.

OVER 50,000 MILES.

Kondsha, Wisconsin (Special).—Using the wide open spaces of the western United States as a complete proving ground, Nash engineers have just completed a spectacular, seven-weeks' open run which took six new cars of the Nash 1931 series, picked at random from the landing docks, over a total of 50,581 miles of the hardest driving available in the country. The cars came back to the headquarters with every performance detail checked and double checked and with every ordeal which may be given them by the roughest motorist successfully completed.

The log of this interesting caravan run, which was made

by is a loudspeaker that has been converted in to a microphone, and this is connected through a radio amplifier to an ammeter which measures the intensity of the sound conveyed to it electrically.

The sound registered on this ammeter tells how true the bearings are and so enables the checker to discard bearings that, otherwise, he might have approved.

Speed and Accuracy.

These are only a small proportion of the devices and methods used to foster greater accuracy in construction, improve the products and at the same time hasten the manufacture of automobiles.

In every plant the conveyor system prevails, if only in the last stages of assembly. But in some of the larger factories producing the more popular cars, there is practically no manual movement of parts from the very beginning of manufacture. This relieves the worker from heavy handling operations and enables him to devote his attention entirely to production.

Materials that go into the modern automobiles have been greatly improved in content and structure, yet with little or no additional cost.

This is why manufacturers have continued to reduce prices, or at least have not raised their already lowered prices, and yet have been able to furnish much better cars.

Competition in this industry has been in the form of improved time, labour and money saving machinery, rather than in direct price cutting without regard to cost of operation. The new devices, besides enabling the production of better automobiles, have produced greater economies in operation that have been passed down to the consumers.

simply to prove that mass production of the new cars has accomplished the performance results that months of experimentation and thousands of miles of road work developed before production began, took the cars over every conceivable type of road, from 150 feet below sea level to 11,000 feet above and runs the entire gamut of temperatures which the new cars will be called upon to face.

Speed checks; cooling checks; power checks; hill climbs; mud, sand and pavement checks; days and nights of high, substandard speeds; work in heavy traffic and scores of additional driving trials made up the trip and proved to Nash engineers that performance of the stock cars fully equals, and in some instance exceeds, the long series of road records made before the new series received the final okay for introduction in America last October 9th.

The six cars, taken from the shipping lines and given a nominal "breaking in", began their trek from Racine, Wisconsin. They

included models from the Eight-90, Eight-80, Eight-70, and Six-60—the four new Nash series. Piloted by members of the engineering departments of the Kenosha, Racine, and Milwaukee Nash plants and accompanied by observers from the factory service department, the Semman Body Corporation, and the factory sales department, they made the run to Denver, Colorado via the Lincoln Highway and Victory trail with a unit average of 45 miles an hour.

Six days were spent in the Denver territory in mountain driving and in altitude calibrations, with the cars negotiating such grades as North Cheyenne Canyon road, Look-Out Mountain, Bear Creek Canyon, the Leadville district, and other runs to 11,000-foot altitude points. All six cars, carrying some twenty members of the Nash sales organization in the Denver territory, made the climb to Echo Lake in high gear, a feat seldom equalled in Rocky Mountain runs.

The caravan then dropped down

to Colorado Springs and headed through mountains, sand and mud to Salt Lake, crossing the desert to Reno and continuing to San Francisco after exhaustive trials to prove cooling efficiency. At Fresno, two of the cars set new climbing records by sailing over the top of Toll House hill, which is seven and one-half miles hard pulling, in high gear.

After these hill checks, the caravan took the road to El Centro in the Imperial Valley and attacked the old ocean bed which lies 100 and 150 feet below sea level, in temperatures ranging up to the average summer heat in the middle-west, before making a five-day run back to headquarters via El Paso, Dallas, Little Rock, Cairo, and the fast pavements of Illinois. Speed trials exceeding 80 miles an hour, and also long hours of sustained, high speeds were accomplished by all of the cars.

"These Nash check-up tests are unusually interesting, not only to our engineers but to everyone connected with the Company," C. H.

Bliss, Sales Manager, said after studying the complete driving report. "This one was made simply as a check-up on previous tests completed before production, and its object was to approximate the experiences of the average, hard driver of automobiles under all sorts of driving conditions and to satisfy Company officials that the performance of the new cars is fully up to the performance of the experimental cars. We use the open roads because no private proving ground in the world offers such a diversity of actual driving conditions nor all of the problems that arise before the average automobile owner."

"We are highly gratified by the official performance reports of these new cars, which so perfectly represent the new Nash deal for to-day's dollar. The cars came home after their hard ordeal in perfect condition, with finishes bright and attractive as new cars and with a splendid record of achievement and satisfaction behind them."

THE NEW Pathfinder

GOOD YEAR

COMMANDS respect on any car.

Big and sturdy—thick of tread and fat of side. You can feel the strength and toughness in its resilient rubber—you can prove that toughness by your speedometer on city boulevard or country road.



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COLOUR A SAFETY FACTOR.

Analysis of Value of Various Shades.

WHITE MOST VISIBLE FOR SIGNS.

Colour, from the standpoint of its light-reflecting qualities, had long been an important consideration where the safety of motoring is concerned. Traffic experts have advocated its use on everything from children to trucks, realizing that colours which reflect the light may be seen from great distances at dusk or after darkness as well as in the day-time.

The safety division of the American Automobile Association recently pointed out that a child in a bright-coloured outfit could be seen at a greater distance than one in a sombre attire. Therefore, although children should be taught to stay out of the streets except when crossing them, caution, the cause of safety is added, in the belief of the association, if motorists are warned at a distance by bright-coloured clothes.

Colour further plays its part in the prevention of highway accidents through systems of warning and direction signs and road surface markings. This is because certain colours have light-reflecting qualities which make signs, objects or diagrams readily discernible.

Since the colour which reflects the most light is the one which may be seen most easily from the greatest distance and in the poorest light, highway safety commissions have given a great deal of thought to the subject. Colour experts have found, in this connection, that white has the highest light-reflecting value. Cream comes next, and following it, ivory, buff, light green, yellow, grey, light blue, pink, dark tan, dark red and dark green.

From this it is seen that white is the best colour for highway signs. When it is used with black, either for the lettering or background, its reflective qualities are intensified by contrast. That is why black and white are most frequently accepted for signs and markings. When other colours are used they are always ones of high reflecting value and may be chosen because an unusual colour combination will call attention, in many instances, to a notice more surely than the black and white we have come to expect.

The American Engineering Council committee on street traffic signs, signals and markings. It suggests that conventional signs be coloured in the following fashion: railroad crossing, black letters on white background; crossing approach, black letters on yellow background; stop, red letters on yellow background; slow, black letters on yellow background; caution, black letters on yellow background; one way and detour, black letters on white background; information, black letters on white background; no parking, red letters on white background; limited parking, green letters on white background; pedestrian restriction, blue letters on white background; other restrictions, black letters on white background.

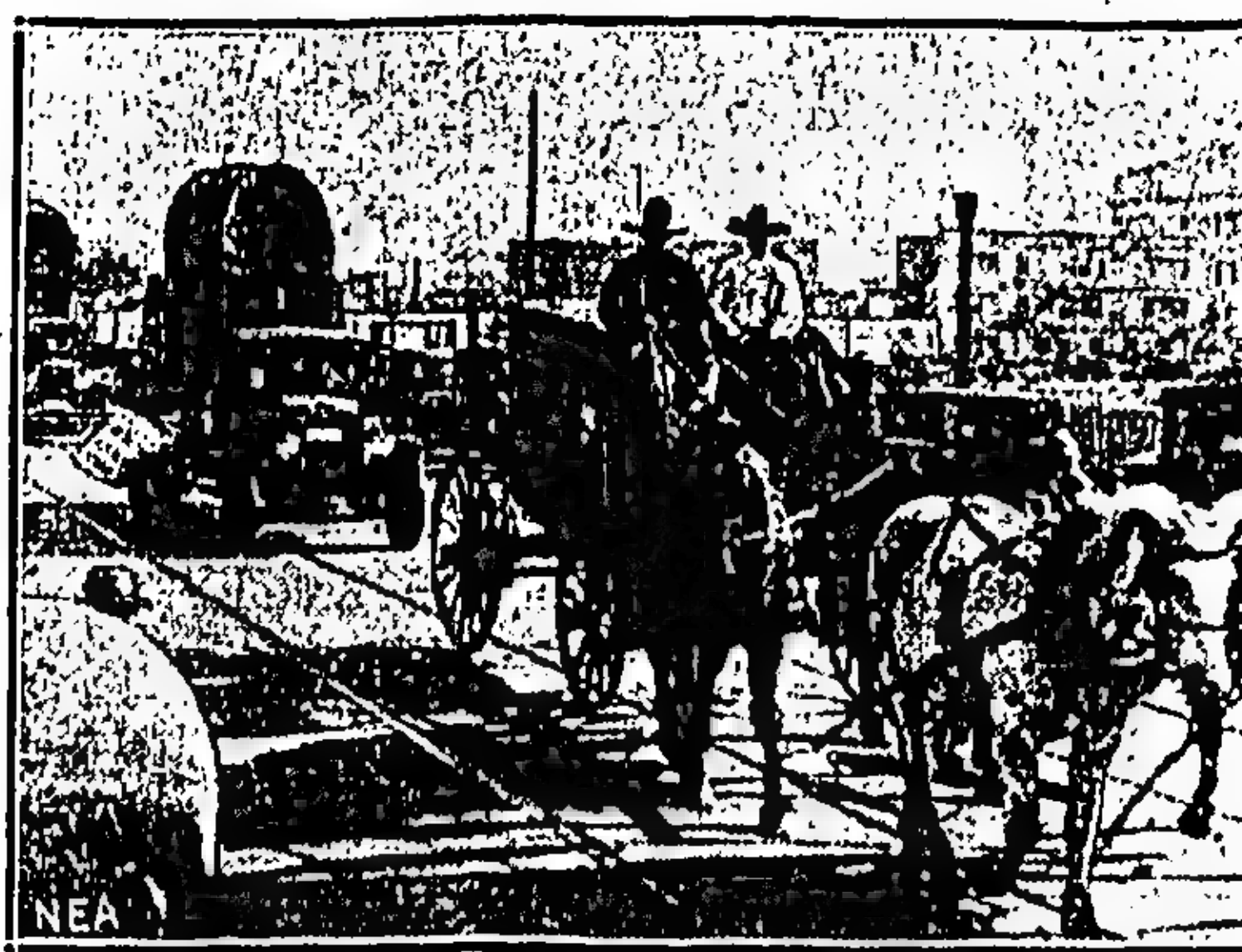
Where other colours than white and black have been introduced, it is because they have become associated in the minds of motorists and pedestrians with the particular warning they are supposed to convey. It is considered psychologically bad to do anything unusual to distract the established thought processes of the average motorist. However, it will be noted that all colours suggested are definitely high in light-reflective value for either background or letters or both.

The question of whether white letters on a black background, or vice versa, is preferable seems to be decided mainly by the circumstance of whether the letters are to be illuminated at night. If they are, it is better to make them white. In general, this is a good practice anyway, as a black background absorbs the light and thereby makes white lettering stand out more prominently.

White, then, is the important colour from the standpoint of the safety of the motorist. Surface markings, fences, posts, tree trunks painted white reflect warning gleams of light even in rain and fog. Fences painted white help to reduce hazard at curves and white markings on the road surface are an additional help. The most usual mark is the centre line, which is generally painted white. Formerly this line was black, before highway engineers began to appreciate the light-reflecting qualities of white paint.

The specifications for sign materials provided by the American Engineering Council are definite. The kinds of wood and metal to be used are detailed, as are the kinds of paint. For metal signs, the paint should be of an enamel type which permits baking. The paint for wooden signs, both for background and design colours, should be of such a quality that it will not change colour under exposure and will present the surface that is smooth, tough and without cracks. Wooden signs should have a primer coat, a second coat and a finish coat. Each coat must be thoroughly dry before the next one is applied. The life of a sign, fence or post marking, if painted in this fashion, with a good

VEHICLES OUT OF THE PAST.



Like vehicles of a forgotten age these old modes of transportation looked when they were hauled through the streets of Des Moines, Ia., as part of the good roads celebration staged in that city. The parade ended the paving of 1,000 miles of highways, giving the state a total of 3,300 miles of good roads.

SMALL CAR FIGHT.

Another Record in Cheap Models.

BRITISH SUCCESS.

(By H. Thornton Rutter in the Morning Post.)

British motor manufacturers have certainly more than held their own in 1930, and if my information from the United States is to be relied upon, English car traders have bitten a big piece out of the American export business "cake."

As a New Yorker said to me this week-end, as I wished him a safe home journey, "Your automotive engineers have certainly put a scare on our folk."

He had good cause for this remark, as the American Austin Co. has now produced a cheaper two-seater model, selling at \$289, yet it is faster than the more expensive coupe Austin Bantam. Therefore, as a rival to this enterprise, the Americans are now making a model B Martin Midget with a 5ft. 10in. wheelbase weighing 750lb. for the two-seater which is to sell at \$250.

This new cheap American light car is fitted with a four-cylinder Continental engine similar to that which Sir William Morris used before the Hotchkiss engine in the Morris car. It is stated to develop 29.5 h.p. at 3,400 revs. per minute, yet it travels 35 miles on one gallon of petrol and 25,000 miles per set of tyres. Also a four-cylinder air-cooled model A Martin Midget is to be produced later this year to sell at \$40 for the two-seater.

Novelties at New York. The annual American National Motor Show was opened recently. My American friends in the motor business tell me that the new U.S.A. models that are now on view at the National Automobile Show in New York are either bigger cars with eight-cylinder engines or are the "Bantam" and "Midget" models with small four-cylinder motors.

Outside of Ford, Overland Whippet and Plymouth cars, which still remain four-cylinder models, twenty-seven others have six-cylinder engines, one has a "double six" motor, and two have "double eight" or sixteen cylinders.

It is, however, the new small "baby" cars which are attracting the most attention. England's speciality now being praised in place of being scorned, as happened a year ago.

Last year the British motor and cycle trade had insured workers in its industry numbering 247,140 as compared with 245,410 in 1929. But whereas in that latter year only 7.2 per cent. were unemployed at November, I regret that the Board of Trade figures and Ministry of Labour reported that 15.9 per cent. were unemployed in November, 1930. But owing to better production methods in the motor industry the total of vehicles and cycles made last year fell little short of that in 1929, even with less labour fully unemployed.

Smart Delivery. To-day there is a demand for British transport in all parts of the world. The first public telephone call over the new direct-circuit line from the Argentine to England was an order for over

quality of paint, should be at least three years.

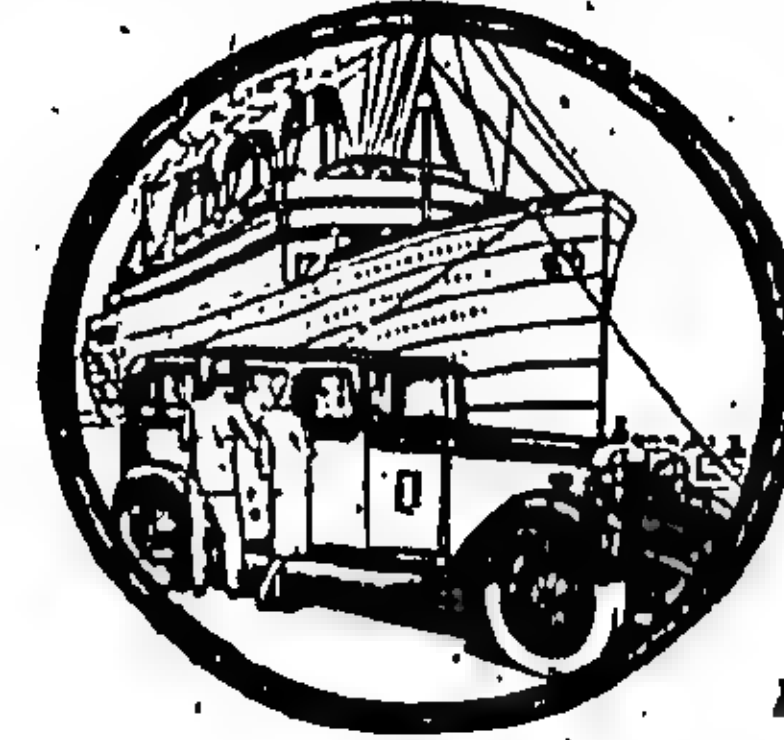
Many truck drivers employ a wooden hand to signal left and right turns to those in the rear. These wooden hands are frequently painted white for greater visibility.

The reflecting qualities of white or light coloured paint, may be turned to still other uses by the individual motorist. If he has difficulty in guiding his car up a narrow driveway to the garage at night, he may paint white lines for the wheels to follow, with a white stop line inside the garage. Courtesy of General Motors.

views of the British motor industry, when he stated that to improve general trade depression, the Government must consider the country as an industrial concern and must adopt modern industrial methods. If we ourselves to-day were trying to produce cars by 1914 methods we should soon be bankrupt, yet what has been done, politically to improve the output of the country to any marked extent?"

English motor drivers have had a wonderfully successful year in 1930. Even on the last day of December, Mr. G. E. T. Eyston

bettered the existing speed for the International Class. If 750 cc. motors by driving an M.G. Midget unsupercharged over distances of 50 kilometres at 86.38 miles per hour, and 100 kilometres at an average speed of 87.3 miles per hour, new records for this class. This was an improvement of nearly three miles an hour faster than the previous 8 h.p. record for these distances also made on the same track at Montlhéry, near Paris. No wonder our American cousins have had a scare at the performance of small British cars.



GOING HOME ON LEAVE?

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EXAMPLE OF CAR ON THE DEFERRED PAYMENT SYSTEM OVER EIGHTEEN MONTHS.

To new car, say	£200: -	-
Deposit—one quarter	50: -	-
Interest	15: 7: 6	
	£165: 7: 6	
Balance of £165: 7: 6: to be paid in 18 monthly instalments of £9: 3: 9:		
To Deposit paid	£ 50: -	-
5 instalments of £9: 3: 9:	45: 18: 9	
	£ 95: 18: 9	

FINAL ADJUSTMENT.

To re-purchase price—65% of £200	£130: -	-
Rebate on interest	6: 8: 11	
	£136: 8: 11	
Less 13 instalments still due	£119: 8: 9	
Cash handed to Purchaser	£ 17: -	2

ACTUAL COST OF MOTORING FOR SIX MONTHS.

To Deposit and five instalments paid	£ 95: 18: 9	
Thirteen instalments still due	119: 8: 9	
	£215: 7: 6	
Less re-purchase and rebate on interest	136: 8: 11	
Cost of motoring for six months	£ 78: 18: 7	
or £13: 3: 1: per month.		

The above proposition applies to any make of car, new or second-hand. We can also arrange to have a car and chauffeur to meet you at the docks, to take you and your luggage anywhere, most reasonably and more comfortably than by rail.

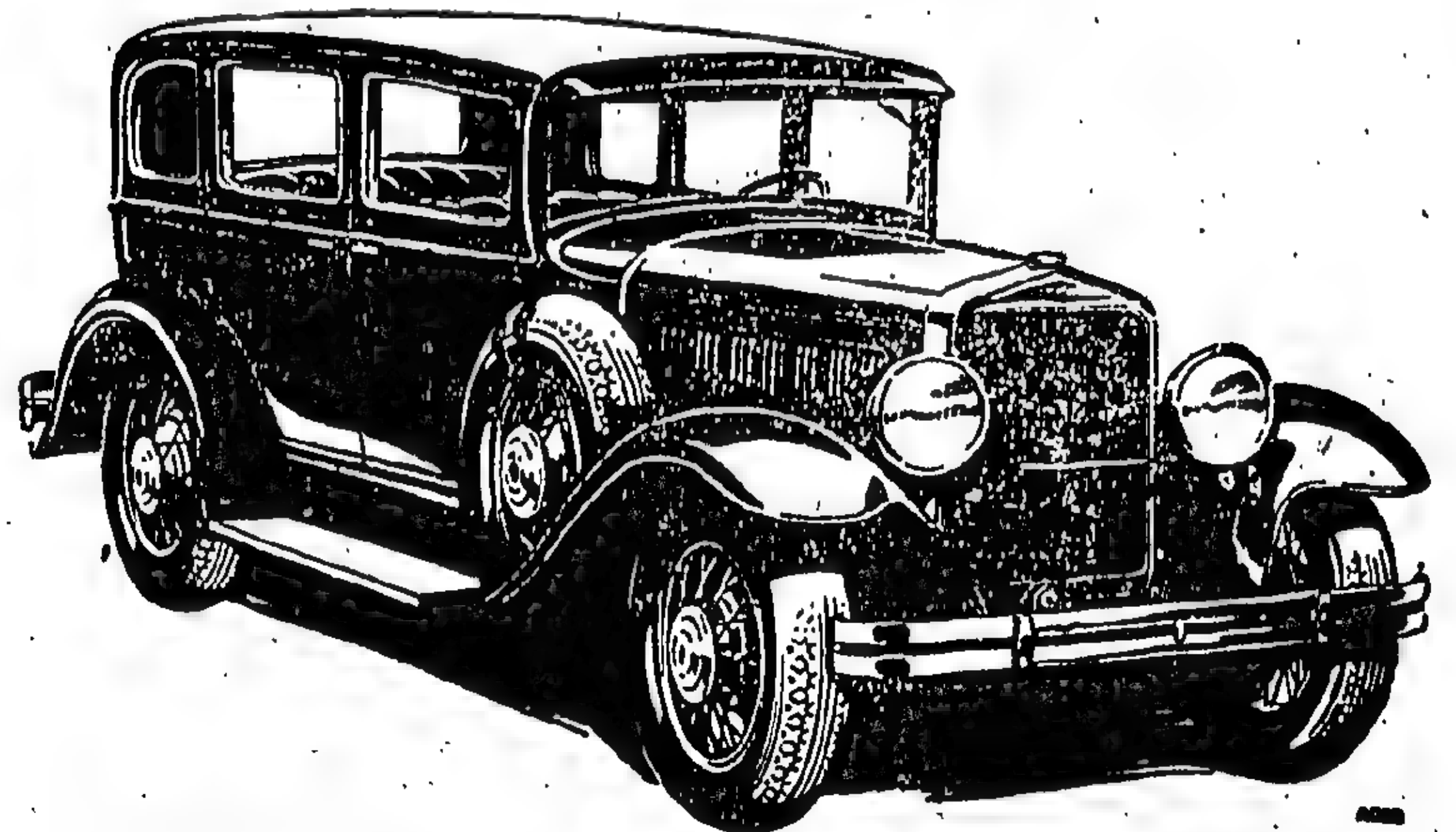
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ENGINES

Have you Inspected the New high speed Gardner

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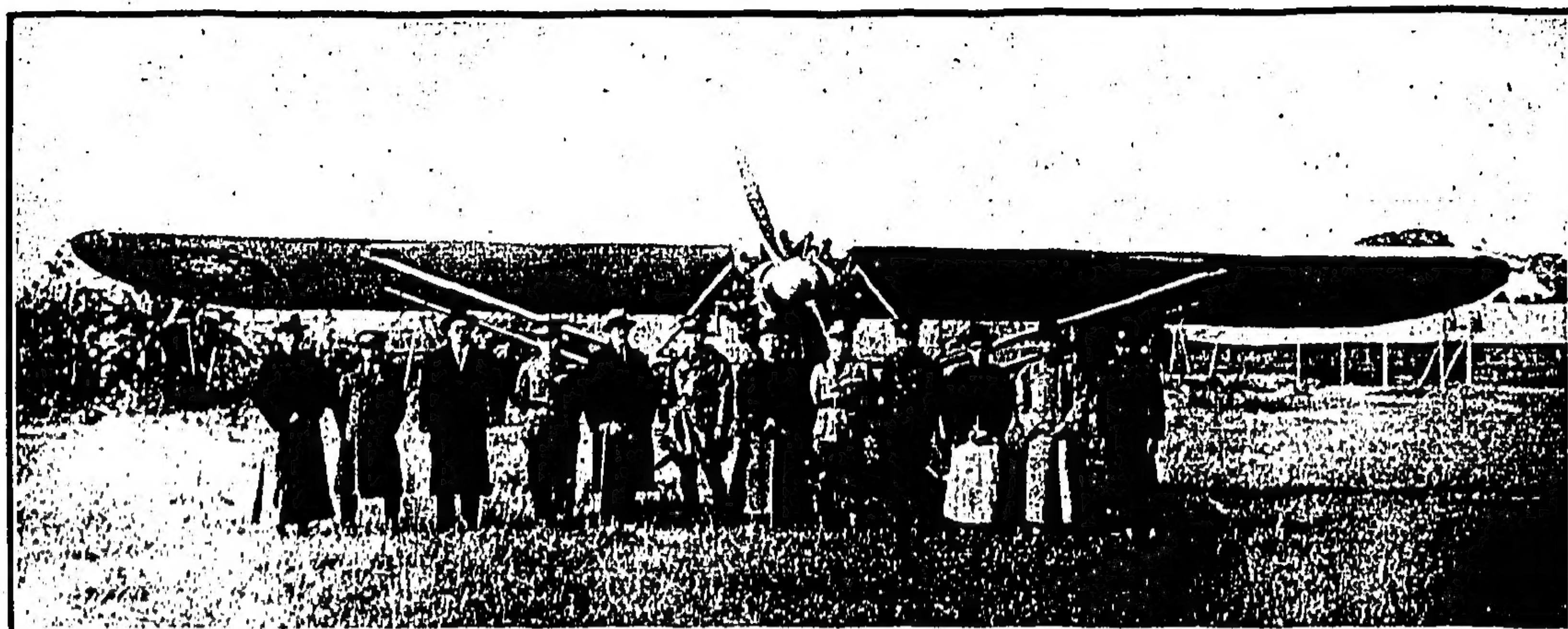
Pictorial Supplement

February 7th, 1931.

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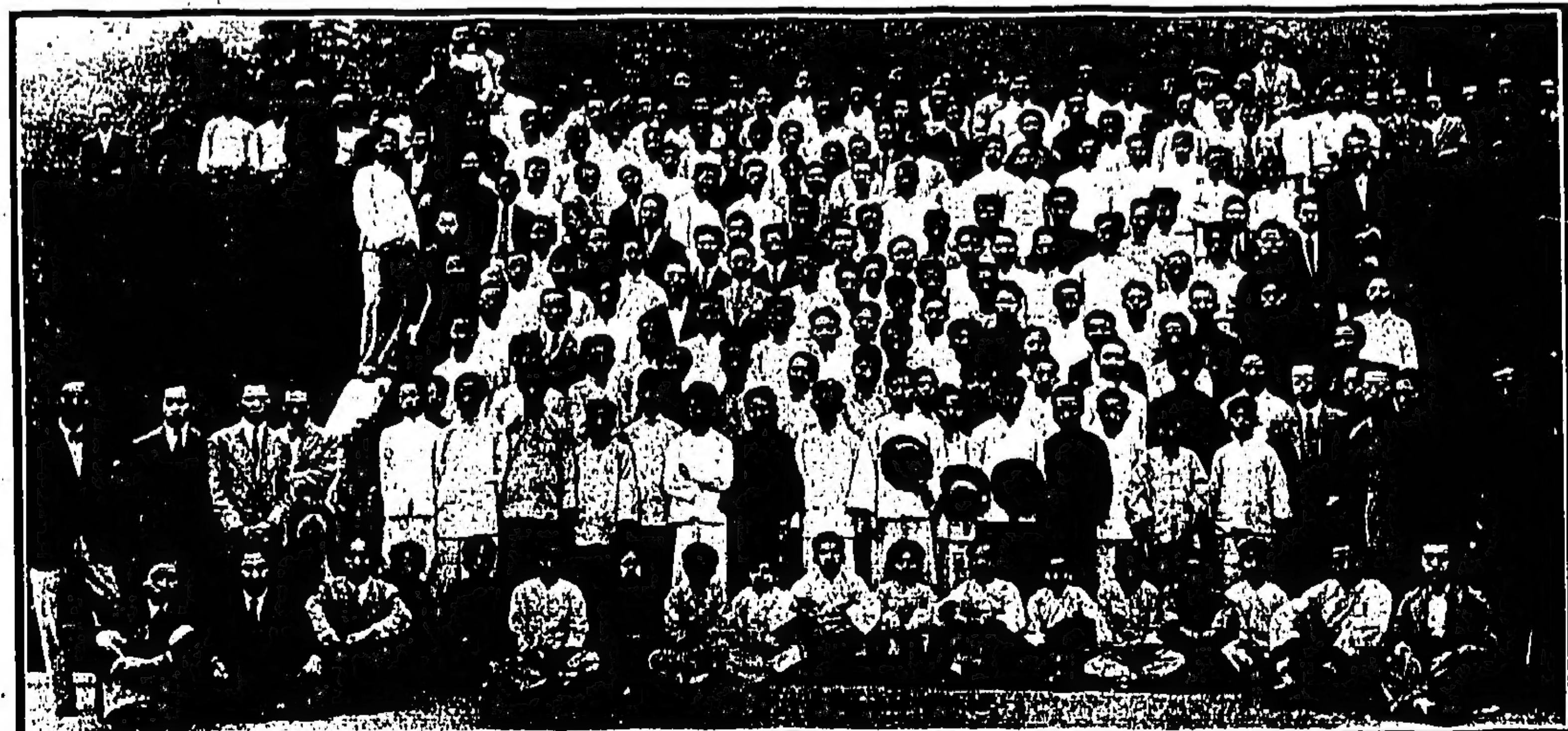
This photograph was taken on January 16th, on the occasion of the inauguration of the air mail service between Canton and Wuchow. The Canton Aviation Bureau intends to extend air mail lines to all important points in Kwangtung in the near future. (Photo by courtesy of the Postal Commissioner).



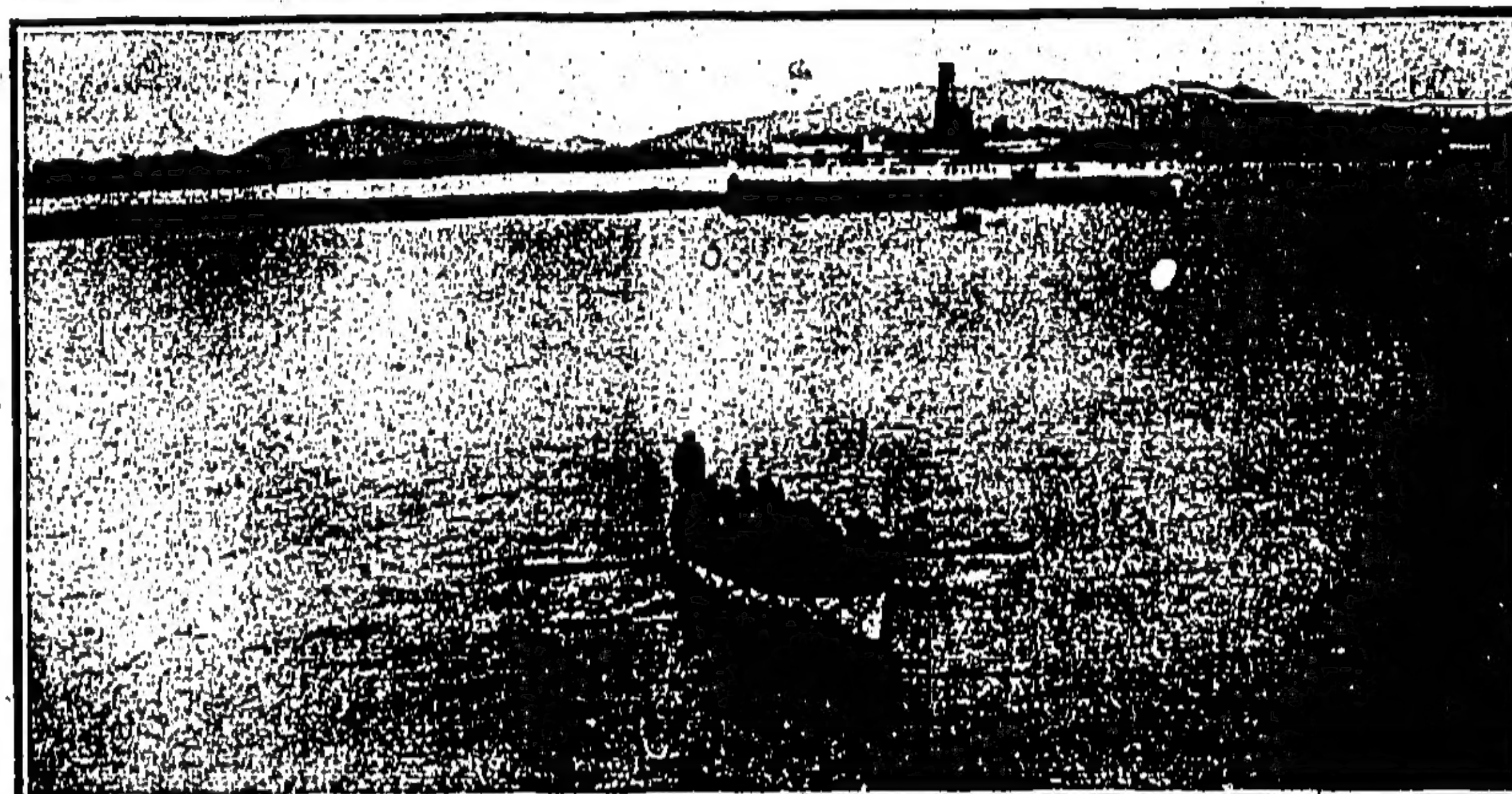
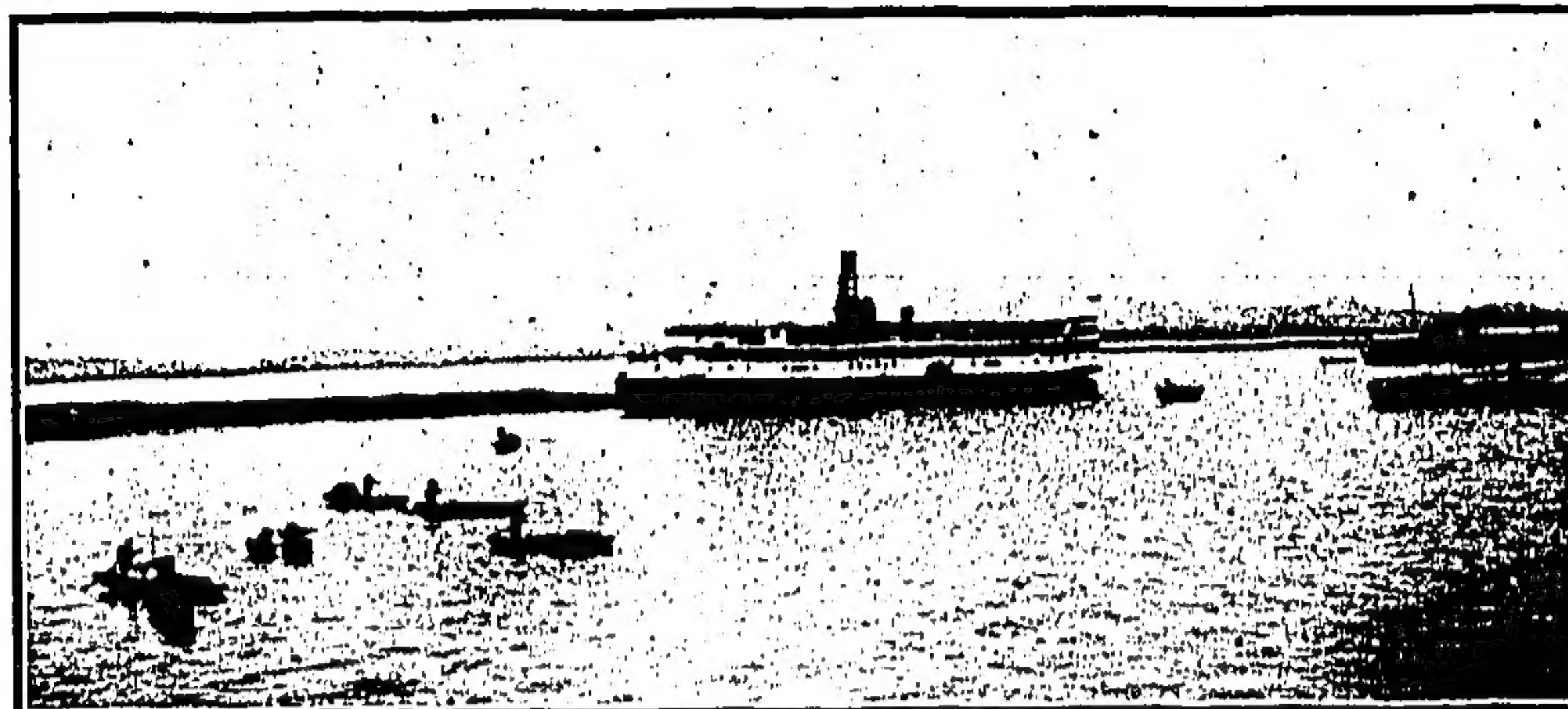
Snapshots taken on the occasion of the annual inspection of the Hongkongst John Ambulance Corps, at Caroline Hill, this week. His Excellency the Governor is seen inspecting the Nursing Division on the left, whilst on the right he is presenting awards. (Photos: A. Fong).



Incidents in the Lai Wah Cup final, in which the Chinese defeated the Civilians. Left shows Li Wai-koon scoring the second goal. Right, Segalen too late in a contest for the ball. (Photos: Mee Cheung).



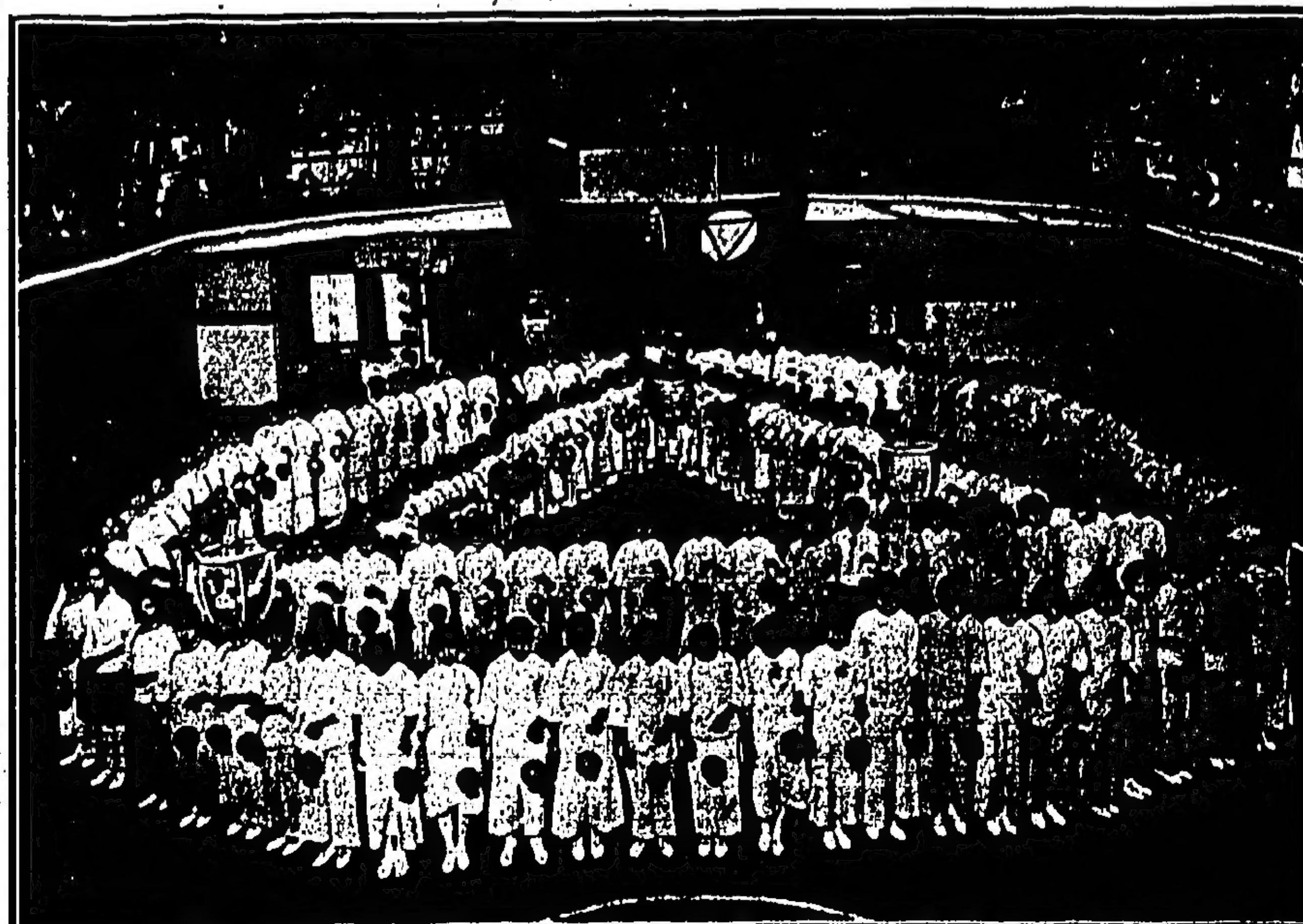
This picture shows the staff and students of the Hwa Nan College, which is amongst the newer educational institutions of the Colony. It was taken in the Public Gardens recently. (Photo: Mee Cheung).



The river steamer Charles Hardouin is shown in top picture aground near Whampoa. Below, passengers are seen being transferred to the s.s. Kinshan. The stranded vessel was refloated two or three days after the mishap.



Bridal group taken after the wedding last Saturday of Mr. Chiu Tin-shui and Miss Li Hop-yes. The marriage took place at the Roman Catholic Cathedral. (Photo: Mee Cheung).



This striking display shows the Girls' Department of the Y.W.C.A. ending their year with a joint rally of all Wa-Kwong Clubs by the presentation of a lantern ceremonial in the Y.M.C.A. gymnasium last Saturday. (Photo: A. Fong).

CENTRAL LONDON IN A FOG.



The City and the outskirts of London were recently enshrouded in fog, and our picture, taken during the early afternoon in Ludgate-Hill, showing St. Paul's Cathedral in the background, gives an impression of the gloom which hindered the busy Christmas traffic. (Times copyright).

LITTLE PRINCESS ELIZABETH. BEING WELL TRAINED IN REGAL MANNERS.

Princess Elizabeth, the baby granddaughter of King George and Queen Mary, is being strictly trained in regal manners.

Punctuality, for instance. If punctuality is the courtesy of kings, King George V is the most courteous gentleman in the world. When it is announced that he will open some governmental affair at noon, it can be relied upon that as the bells of "Big Ben" boom out the noon hour, King George, in simple morning attire, will be seen quietly advancing into the conference chamber. When the bells cease to sound, he will read his speech, gravely bow to the assembly and promptly leave, so that the delegates can get on with their business.

Must Obey her Nurse.

This royal punctuality is being taught Princess Elizabeth. If she is to breakfast at 8.30 in her nursery, there is no lying in bed for an extra wink of sleep or a stolen snooze. She gets up and is seated at table at 8.30. Royal princesses must learn consideration for servants who are told to prepare certain things at certain times.

So also in the evening, no matter how fascinating the romp she is having with her mother, the Duchess of York, when nurse appears in the doorway and says: "Bed-time," the baby princess toddles off without a murmur.

Then, there's courtesy to the public. Unlike so many royal couples—who, by the way, lost their thrones—King George and Queen Mary, while always remaining dignified and conscious of their position, always have appreciated what is due the public. When they drive out in their car and are saluted by groups of people, they are most punctilious in returning the salutations.

Waves to other Children.

Princess Elizabeth did not have to be taught this consideration for



Princess Elizabeth, the granddaughter of King George and Queen Mary was receiving a lesson in how to act at public functions when, as you see her below, accompanied by a nurse, she arrived at the Royal Tournament of Olympia. The upper picture shows her playing with her dog in the garden of the home of her parents, the Duke and Duchess of York.

others. It came naturally to her. When she goes for a ride in the London parks, her animated little face is placed to the window panes and when little girls and boys wave to her, she waves excitedly back.

Princess Elizabeth has not actually begun her schooling as yet, but the other day when Queen Mary was out shopping she bought some charming little books for children—in French. They were for her grandchild's Christmas stocking. That, of course, means that soon the little girl will be having a French governess, and will learn French without even knowing that it is a lesson.

For royal children must be linguists. Before long Princess Elizabeth will be speaking not only English and French but, perhaps, German or Spanish. And then, of course, will come real lessons. There is no royal road to knowledge and she will have to study just as other little girls and boys do.

Exclamation: Denied Her.

Just as her grandfather is the first gentleman of the land, so Princess Elizabeth, if she ever mounts the throne, will be the first lady of the land. So already her manners are receiving careful attention. From somebody she picked up the habit of saying "My goodness." She was told that this simply was not done. One day when she was entertaining her grandfather, after his long and painful illness, the King left the room for a moment and did not close the door. She promptly told him about it. She had been taught that one closes a door after one.

The little girl does not know it yet, but she is the subject of an enormous amount of public attention. A great deal of this is, of course, due to the fact that only three lives stand between her and the throne—those of her grandfather, King George, her uncle, the Prince of Wales, and her father, the Duke of York. So some day England may have a second Queen Bess—the first one having been that Virgin Queen who presided over England's destinies in

GLENN TRYON.

Acts to Live, But Lives to Play.

When is an actor not an actor? "When he is a hunter, fisherman or carpenter," declares Glenn Tryon, who is all of these rolled into one.

Glenn acts for a living, but he lives to hunt, fish, potter around his little carpenter shop and play with his dog, Toby—to say nothing of enjoying life in general with his pretty little blonde wife. We spent the greater share of an afternoon at the Tryon home up in the Hollywood hills a few days ago and the subject of pictures wasn't brought up a single time. But Glenn did put Toby through his tricks. He did display his new big game rifle which Mrs. Tryon had just given him for his birthday. And he did show us the new house he is building for the dog. He has a little workshop fixed up in the basement of his home and it's there that he can be found most of the time when he isn't acting—unless he's pulling weeds out of the garden.

Perhaps it is Glenn's antipathy for continually discussing himself



Glenn Tryon and his dog, Toby.

and pictures that has kept him from stepping into the front rank of filmland's celebrities. If so, he deserves commendation. There are too many persons in Hollywood now who can eulogize for hours when the subject is "I." But at the same time his reticence is bad from a business standpoint. Hollywood folk just don't understand actors who don't talk about how great they were in this or that picture.

But with all of that Glenn has made a success of his career as an actor. With life on Montana cattle ranches plus a few months in tent shows as his only background, he invaded New York and in his own words "fasted and feasted" for several years before he really started to "get by" on the legitimate stage and in vaudeville. Then he came west again, made several comedies for Hal Roach and then signed a five-year contract with Universal.

That contract having just been completed, Glenn has decided to take a fling at the free lance racket for a while and see how he likes it. With production so slow in nearly all studios at the present time, he is apt to have tough sledding for a few months. But since we are right in the midst of the hunting season, that's the least of his worries right now, especially since he is confident that by the time he gets his fill of hunting there will be a job awaiting him.

the spacious days of Shakespeare and Drake.

The newspapers have discovered that their readers like to see things about the child, so all her doings are fully detailed. For a time several London newspapers made it a habit of having a daily story about the Princess. Now the Duke or Duchess of York have established not a palace, but a real home in Piccadilly, and they do not encourage gossip about their little girl.

Biography Already Written.

Another extraordinary sign of the immense interest the public has in the child is that all records have been broken in that, at the age of 4, a book of biography actually has been printed about her. A young lady, formerly attached to the household of the Duke and Duchess, has written it with the sanction of the royal pair. And there has been a very large sale to parents who want to read it to their own children.

In other ways the little girl has impinged upon public life. It would be a hopeless task to try to estimate how many girl babies in the last four years have been named Elizabeth because that is her name. Then, too, the other day a great institution was named for her—the Princess Elizabeth Hospital for Mothercraft Training. It is located in London, and the Duchess of York showed her appreciation of the compliment by formally opening the place.



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Betty Boyd is the latest Hollywood luminary to be married. She has just become the bride of C. H. Over, of Los Angeles, reputed heir to a large fortune.

Here Are the New Styles in Yellow



I. before the war dresses favored flounces, and so will you when you slip into this yellow frock with its pleated all-around skirt

Wherever you go, whatever you do, you simply must know that yellow will be fashion's favorite color in the spring of '31



II. you can lose the match and still be a winner in this yellow chartreuse, which buttons up the front, gilet fashion.



III. you will come much nearer going around in par if you let this two-piece yellow sports suit brighten your golfing moments.



IV. this yellow tea-gown ties its fichu collar in an intriguing sash, quaint, but appropriate at candle-lighting time.

If your wardrobe begins to show a yellow streak, it is a lucky sign. Yellow promises to be the rage for early season wear, judging from the predominating place it holds in the southern resort clothes. And of course Palm Beach clothes are the things that are worn everywhere, just a little later!

Materials are quite as important as color, you will find. Spin rayon fabrics are now in the vogue register and if you want to travel in good company, you will travel in them.

You can get the most beautifully "crunchy" spun silks, fluffly as wool, light as a feather and made with a charming low luster. If you have in mind golf, tennis, motoring or just tramping, these things will please you. Also, if you have in mind looking lovely in the office, a few yellow togs in this material will set you up, not only in your own estimation, but in that of others.

There are other weaves quite as enchanting. You can have sheer basket weaves, corded and flecked spun rayons that have the delicacy of chiffons with the backbone of organdy. And there are nobly and ribbed materials that will delight your feminine heart.

J. THIS is the time of year when you are apt to be wearing about the house much-worn and much-faded frocks from last summer. With new Palm Beach things in all the stores, why not brighten up your home hours and your family life with a new frock or two?

One of the sweetest of these little wearabout frocks is a sun yellow spun rayon fabric that has a little open work facings in it, in floral design. It gives it a lacy look, and a sweet one.

This frock has several new style points that are well to watch. There is a pleated all-around flounce, like those worn before the war, and the advent of straight-line frock.

There is a pointed motif that tops the pocket and edges the arm holes in a new and charming manner. The banding around the neck has points around its outside, though a plain line at the neck.

II. IF you prefer your blouse over, rather than under your skirt, you will be interested in a nonchalant little tennis frock that wears its blouse this way.

It is a chartreuse yellow and brown epaule combination, its patent leather belt and the grosgrain ribbon and patent leather trim of its hat bring brown.

The skirt has pleats all around, widely spaced, and stitched well below the hips. The sleeveless blouse looks like a little gilet, with pearl buttons up its front, a wide facing at its neck and little tucks radiating from this facing. It has rounded front edges, a smart new note.

III. USEFUL for golf or work is the smart two-piece sports suit made of a basket weave rayon and cotton shantung in a new yellow tone that has a lot of gray in it and is flattering as can be to brunets.

This suit has a modified polo shirt tuck-in blouse, and you button it up the front with pearl buttons, as you do the skillfully-tailored skirt which has a fitted yoke and double box pleats at the side of both the front and the back panels.

A hat of bangkok is the same new yellow, with a touch of off-black in its velvet trim.

This is really a new shirtwaist suit because its blouse is made fast to the skirt at the belt line and then a separate belt fastened to cover it. It is the type of frock that we will see more and more of as the season rushes along.

IV. PLAY clothes grow more important in this social life that winter has increased. Every one of you probably would welcome another tea frock of some kind, the type of "little dress" you could wear to a tea-dance at a hotel.

One that has charming simplicity and real beauty is a pastel yellow miracle, a transparent rayon crepe with a lacy stripe in it that adds festive appeal.

This yellow tea dress is quaint in its simplicity, but very modern in its beauty. It has the new double flounced skirt, each flounce headed by a ruching of self-material.

There is a fichu collar that crosses, in the manner of Priscilla's day, and ties in the back in a sash.

In the front of the V that the fichu makes at the neckline, there is a little nosegay and loop of dark brown ribbon and two little flowers, one the color of the dress, the other a delectable pink.

Under the crown of the brown hat are two of the same flowers, making a costume of the little frock.

If you are going south, you will want and need all of these costumes. If you are staying home, look them over and, with an eye to the future, add one or two to your wardrobe while the getting is good.

V. SINCE first thoughts of spring bring to mind leisure moments, you may want to consider pajama suits.

A lovely new golden beige suit is made of a pebbly spun rayon that is non-crushable. The trousers fit the hips very snugly and have broad lower widths. They fasten onto a sun-back blouse of yellow beige and soft blue striped silk.

The coat is hip-length, tailored semi-fitted, with patch pockets lined with the blouse's stripes. Atop it is a Vaille beach hat banded in the blue and golden beige of the suit, a charming color scheme against sands.

The vogue for pajamas is proving a lasting one, due partly to the fact that they are serviceable, but even more so, to the rather intriguing audacity which they give to their wearers. No matter which skirt era, the short or the long, was most becoming to a woman, she finds that pajama styles are flattering.

Rayon is especially desirable for pajamas, as it will not muss, no matter how much you sit around the beach, or how many games you enter during the morning hours. You will be just as fresh for lunch, in case you haven't time to change, as though you stepped out of your room when the clock struck one.

Rayon also has a sheen which has an attractive effect upon its colors. When it comes in gold it is a little dazzling. Blue, which is used as a decorative color, helps to tone down the glamour, adding a distinctly feminine touch at the same time. Sun-back blouses continue to be the style, and here again the color is in harmony with a sun-tinted skin.

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V. don't believe it when they tell you that everything which glitters is not gold... for this lounging pajama suit is golden beige and it glitters a-plenty.

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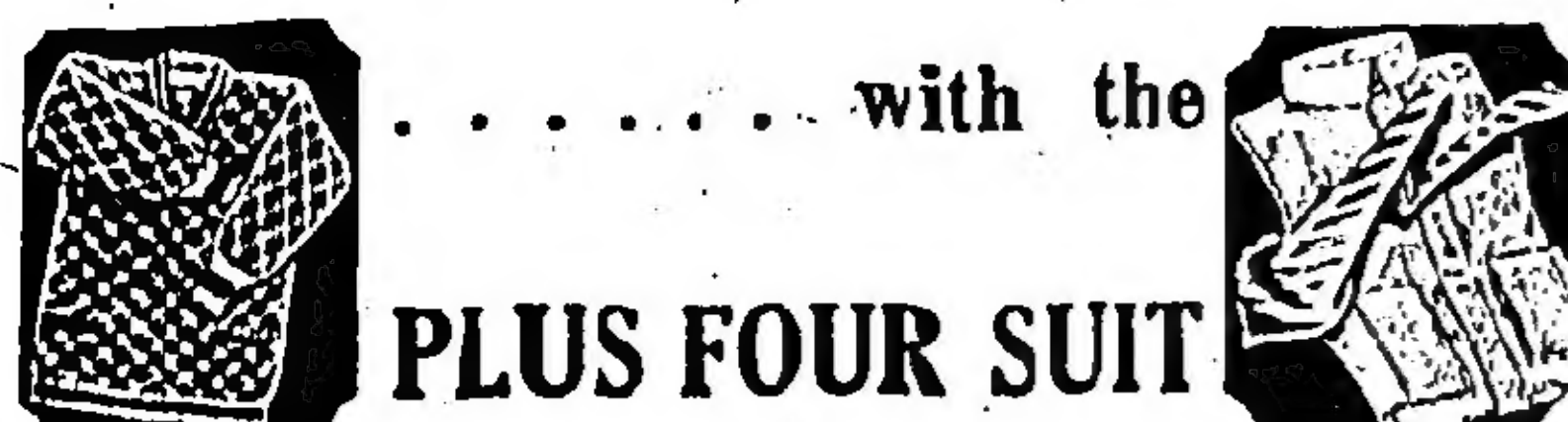
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Pau Ka-ping, the Chinese goal-keeper, is here seen taking charge of the Lal Wah Cup after it had been presented on Saturday by Mrs. R. H. Kotewall, who is seen with bouquet. (Photo: Mee Cheung).



His Excellency Governor interested in a first-aid demonstration at the annual inspection of the St. John Ambulance Brigade at Caroline Hill. (Photo: A. Fong).



Little students of the Italian Convent are here shown in one of the items in the concert which they gave at the annual distribution of prizes recently. (Photo: Mee Cheung).



Characters in the operetta, "The Five Continents," which was one of the features of the concert given by pupils of the Italian Convent School at the annual prize-giving. (Photo: Mee Cheung).



Fair members of the cast of "Shanghai Lights," an entertaining musical comedy to be produced by the Shanghai A.D.C. in the New Lyceum Theatre shortly. Left to right: Miss Violet Richards, Mrs. E. Harvey, Miss Beth Smith Wright, Miss Ann Watson, Miss Phyl Wallwork, Miss Rosemary Taylor, Miss Hilda Walters, Miss Doris Landers, Miss Agnes Gilmour, Miss Millicent Mason, Mrs. Carol Bateman, and Miss Phyllis Gray.



Members of the cast of "Shanghai Lights" to be produced shortly by the A.D.C. at the new Lyceum Theatre. Left to right: Messrs. J. H. O'Grady, E. Smith Wright, W. A. Scott, W. Baumann, E. C. Ineson, L. M. Bell, K. O. Boyd, J. D. Fyfe, and F. E. Mann.

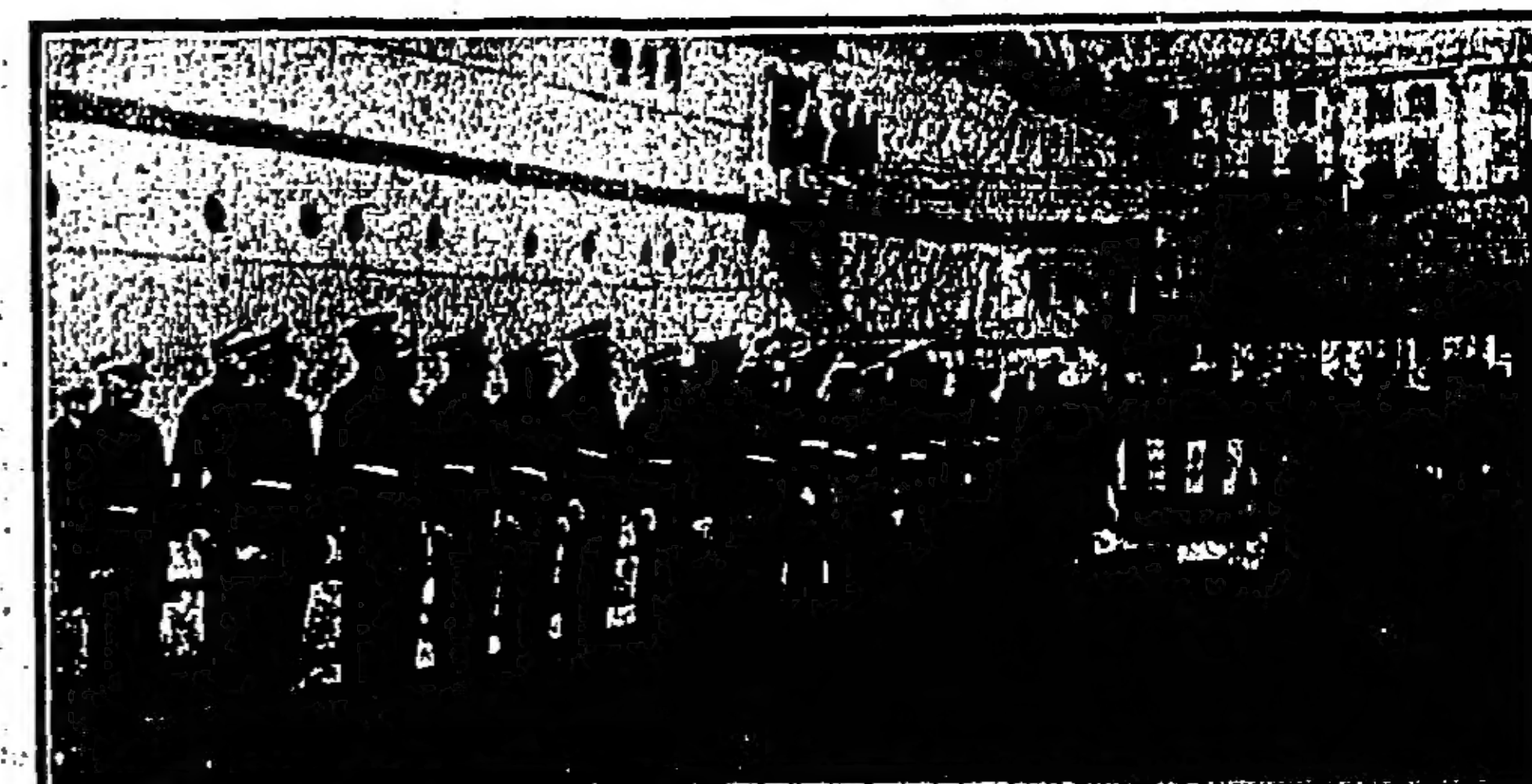


Photo shows the remains of Captain A. K. Schoop, Commander of the U.S. Naval Patrol in South China, who died at the Royal Naval Hospital, Hongkong, being taken aboard the s.s. President Jackson for shipment to America, where the interment will take place. (Photo: Mee Cheung).

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